R. F. TAYLOR,
Stevedore.
Lighters and Steam Launches Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS CO., LIMITED, LONDON.
DODWELL & CO., LIMITED, *General Managers.*

NEW SERIES No. 1870. 光緒二十七年五月十九日 THURSDAY, JULY 4, 1901. 四拜禮 號四月七英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... " 18,000,000
CAPITAL UNCALLED..... " 6,000,000
RESERVE FUND ..... " 8,310,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "
TARO HODSUMI, Manager.
Hongkong, 17th April, 1901. [11

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $13,000,000
Silver Reserve .....$ 3,000,000 }
RESERVE LIABILITY OF PROPRIETORS.$10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
Hon. J. J. BELL-IRVING, Deputy Chairman.
A. Haupt, Esq.

D. M. Moses, Esq.	N. A. Siebs, Esq.
A. J. Raymond, Esq.	H. W. Slade, Esq.
R. L. Richardson, Esq.	H. E. Tomkins, Esq.
H. Schübart, Esq.	Paul Witkowski, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
T. JACKSON, Chief Manager.
Hongkong, 4th June, 1901. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON, Chief Manager.
Hongkong, 4th October, 1900. [10

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	PEKING.
CHEFOO.	PENANG.
CHINKIANG.	SINGAPORE.
CHUNKING.	TIENTSIN.
HANKOW.	

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % " " 6 "
5 % " " 12 "
E. W. RUTTER, Manager.
Hongkong, 1st January, 1901. [14

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £575,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "
T. P. COCHRANE, p. Manager.
Hongkong, 22nd May, 1901. [35

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital .....£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—

Chan Kit Shan, Esq.	C. Ewens, Esq.
Chow Tung Shang, Esq.	J. T. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed .....5 %
Hongkong, 20th December, 1899. [8

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

$5.50 ℔ Cask of 375 lbs. Net ex Factory.
$3.30 ℔ Bag of 250 lbs. "
SHEWAN, TOMES & CO., General Managers.
Hongkong, 1st June, 1901. [19

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
SHANGHAI	*Bengal*	S. Barcham	About 5th July	Freight or Passage.
LONDON, &c.	*Chusan**	C. L. Daniel	Noon, 6th July	Freight or Passage.
MARSEILLES and LONDON	*Java*	G. W. Gordon, R.N.R.	About 13th July	Freight or Passage.
S'HAI & JAPAN	*Banca*	G. W. Babot	About 18th July	Freight only.

* (See Special Advertisement).

For Further Particulars, apply to
H. A. RITCHIE, Superintendent.
Hongkong, 3rd July, 1901. [5

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
KIAUTSCHOU, Hamburg-Amerika Linie	THURSDAY, 11th July.
BAYERN	THURSDAY, 25th July.
STUTTGART	THURSDAY, 8th August.
KONIG ALBERT	THURSDAY, 22nd August.
PRINZESS IRENE	THURSDAY, 5th September.
PRINZ HEINRICH	THURSDAY, 19th September.
PREUSSEN	WEDNESDAY, 2nd October.
HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 16th October.
SACHSEN	WEDNESDAY, 30th October.
KIAUTSCHOU, Hamburg-Amerika Linie	WEDNESDAY, 13th November.
BAYERN	WEDNESDAY, 27th November.
STUTTGART	WEDNESDAY, 11th December.
KONIG ALBERT	WEDNESDAY, 25th December.
PRINZESS IRENE	WEDNESDAY, 8th January, 1902.
PRINZ HEINRICH	WEDNESDAY, 22nd January, 1902.
PREUSSEN	WEDNESDAY, 5th February, 1902.
HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 19th February, 1902.
SACHSEN	WEDNESDAY, 5th March, 1902.

ON THURSDAY, the 11th day of July, 1901, at NOON, the Steamship "KIAUTSCHOU," of the HAMBURG-AMERIKA LINIE, Captain P. Luneschloss, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on TUESDAY, the 9th July, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 10th July, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 10th July.
Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO., AGENTS.
Hongkong, 27th June, 1901. [22

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.
Hongkong, 15th November, 1900. [23

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the MANAGER.
Hongkong, 2nd July, 1900. [16

CONNAUGHT HOUSE

RENOVATED FROM ROOF TO CELLAR.
SCRUPULOUS CLEANLINESS GUARANTEED.
Special Terms for Monthly Boarders, apply to the Manager
A. FONSECA.
Hongkong, 1st July, 1901. [691c

Intimations.

Bovril Promotes Energy and takes away that tired feeling which life in the East produces. Unrivalled for Athletes and persons of either sex cultivating physical strength. To be obtained at all Stores, Chemists and Hotels throughout Hongkong, China and Japan. [287c

BOVRIL

BOVRIL PROMOTES HEALTH, STRENGTH AND ENERGY.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT .....ARCHIBALD RITCHIE.
17] DODWELL & CO., LIMITED, General Managers.

Telephone No. 75.

FRUIT SYRUPS.

Composed entirely of the Pure Juices of Californian Fruits and Pure Crystal Sugar. Mixed with any Aerated Water they make a most wholesome and refreshing Summer Beverage. Just the thing for the Climate.

CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS.
15, Queen's Road,
Hongkong, 25th June, 1901. [15

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(OR MITSUI & Co.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.
LONDON OFFICE:—34, LIME STREET, E.C.
HONGKONG OFFICE:—6, ICE HOUSE STREET.

BRANCH OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipoh, &c.

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Arsenals and Railway Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa and Yamano Coal Mines; and SOLE AGENTS for Fukumo, Hokoku, Ichi-mura, Kanada, Kishima, Manouro, Onoura, Otsuji, Tohmiyama, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coal Mines.
Hongkong, 2nd July, 1901. [563c

KELLY & WALSH LD.

NEW BOOKS.

The Illustrated London News Record of the Glorious Reign of Queen Victoria, 1837-1901.—The Life and Accession of King Edward VII and the Life of Queen Alexandra, with 14 India proof and other Photogravures from Pictures by well-known Artists $3.00
How Sailors Fight.—With an introduction by Capt. The Hon. HEDWORTH LAMBTON, C.B., R.N. $3.50
Small Boat Sailing.—An explanation of the Management of small yachts, half-decked and open sailing boats of various rigs, sailing on sea and on river cruising, &c., by E. F. KNIGHT.....$3.00
The Stateman's Year Book 1901 .....$6.50
The Chinese Crisis from within by Weng-Ching $2.25
The Elements of Machine Design.—Part 1 general principles, fastenings and Transmissive Machinery by W. UNWIN, F.R.S. .$4.50
The Last of the Great Scouts.—The life story of Col. Wm. F. Cody by HELEN CODY WETMORE $2.50
Her Royal Highness Woman by MAX O'RELL $2.25
Further Correspondence respecting the disturbances in China Blue Book No. 5 ...$1.00
Last Essays by F. MAX MULLER, K.M. ...$3.00
The Lighter side of cricket by Capt. PHILIP TREVOR.....$3.50
[690c

W. BREWER & Co.

BREWER'S.—For the Best and Cheapest English made, Ladies' and Gentlemen's BOOTS and SHOES.
BREWERS.—For the Best and Cheapest EGYPTIAN CIGARETTES.
BREWERS.—For the Largest Stock of TENNIS GOODS by the Best Makers: Cricketing Gear and Games of all kinds.
BREWERS.—For the Largest Stock of AMERICAN SQUEEZER PLAYING CARDS, POKER CHIPS, &c.
BREWERS.—Have always a very large Stock of the Newest BOOKS by each English Mail.
BREWERS.—Are always adding Novelties to their Stock of STATIONERY in every Department.
8o] ADDRESS: *28 & 26, Queen's Road.*

Intimations.

THE WANCHAI WAREHOUSE AND STORAGE CO., LIMITED.

AN INTERIM DIVIDEND at the RATE of FOUR PER CENT (ONE DOLLAR and FIFTY CENTS per Share) for the Six months ending 30th June, 1901, will be paid on application to the Registered Shareholders in the above Company, on MONDAY, the 8th July, 1901.
The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 8th July, both Days inclusive.
MEYER & CO., General Managers.
Hongkong, 26th June, 1901. [670c

HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the TWELFTH ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S OFFICES, No. 4, Queen's Buildings, on SATURDAY, the 6th July, at 12-15 P.M. for the purpose of presenting the Report of the Directors, together with a statement of Accounts to 30th April, 1901, and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 22nd instant, to the 6th July, both Days inclusive.
By Order of the Board of Directors,
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 19th June, 1901. [648c

WANTED.

A EUROPEAN QUARTERMASTER to superintend the Coxswains of the "STAR" FERRY BOATS. Must be strictly sober and accustomed to work with Chinese.
Apply by Letter only, with Testimonials, to
SECRETARY, STAR FERRY CO., LIMITED.
Hongkong, 25th June, 1901. [666c

WANTED an OVERSEER.
Apply by letter to
THE SECRETARY, THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.
Hongkong, 24th June, 1901. [662c

Notices of Firms.

NOTICE.

FROM This Date Mr. ROBERT HAY BERRY MITCHELL will be MANAGER of our Hongkong Business and will SIGN our FIRM per Procuration.
H. PRICE & CO.
Hongkong, 1st July, 1901. [694c

COMPAGNIE DES MESSAGERIES MARITIMES.

DURING my TEMPORARY ABSENCE from the Colony, Mr. P. DE CHAMPMORIN will assume the charge of the above Company's Agency at this Port.
G. DE CHAMPEAUX, Agent.
Hongkong, 28th June, 1901. [677c

NOTICE.

WE have This Day authorized Mr. WILHELM NAGEL to SIGN our FIRM per Procuration.
LEOPOLD SPATZ & CO.
Hongkong, 17th June, 1901. [637c

Insurances.

THE YAN ON MARINE AND FIRE INSURANCE CO., LIMITED.

CAPITAL $1,000,000

THIS Company is prepared to issue Policies of Insurance against MARINE and FIRE RISKS from and after This Date.
CHAN YUT NGAM, Secretary.
Hongkong, 1st July, 1901. [693c

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSSEN & Co.
Hongkong, 28th May, 1901. [10

For Sale.

FOR SALE.

THE German Steamer
"MUENCHEN,"
4,536 tons gross, 2,855 tons nett,
as she now lies in the COSMOPOLITAN DOCK at Kowloon, Hongkong, in damaged condition, with all her gear, tackle, engines, boilers, machinery and appurtenances now on board.
For Particulars and Inspecting Order, apply to
MELCHERS & CO., Agents,
NORDDEUTSCHER LLOYD.
Hongkong, 28th June, 1901. [679c

FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS, Three years old, in Excellent Condition. For Price, &c., apply to
THE ROBINSON PIANO CO.
Hongkong, 27th May, 1901. [565c

To be Let.

TO LET.

A HOUSE in RIPON TERRACE.
HOUSES at LEIGHTON HILL.
"FAIRVIEW."—KOWLOON.
Apply to
THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD.
Hongkong, 26th June, 1901. [209c

TO LET.
POSSESSION APRIL 1ST.
1, STEWART TERRACE.
Apply to
J. W. NOBLE.
Hongkong, 6th March, 1901. [207c

To-day's Advertisements.

NOTICE.

THE attention of the community is drawn to the fact that SIGNATURE SHEETS, to be attached to a Petition to the Right Honorable the Secretary of State for the Colonies, asking for the Appointment of a Commission to Inquire into the Sanitary Condition of Hongkong, &c., are open for Signature at the following places:—

Messrs. A. S. Watson & Co., Ld.
Messrs. Kelly & Walsh, Ld.
Messrs. Lane, Crawford & Co.
Messrs. W. Brewer & Co.
Messrs. Caldbeck, Macgregor & Co.
The Robinson Piano Co., Ld.
The Victoria Dispensary.
Messrs. Watkins, Ld.
The Hongkong Hotel, Ld.
The Peak Hotel.
The *Hongkong Daily Press* Office.
Mr. H. Ruttonjee's Kowloon Store.

Copies of the Petition may also be seen at the above.

Hongkong, 2nd July, 1901. [790c

VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING will be held in the CLUB GYMNASIUM, Kowloon, on THURSDAY, the 11th July, at 5.30 P.M., to receive and pass Annual Report and Statement of Accounts and to elect Officers and Committee for ensuing year.

A. DENISON,
Acting Hon. Secretary.

Hongkong, 4th July, 1901. [707c

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED, (IN LIQUIDATION).

NOTICE is hereby given that an EXTRAORDINARY MEETING of the PREFERENCE SHAREHOLDERS will be held at the COMPANY'S OFFICE, No. 14, Des Voeux Road, on SATURDAY, the 20th July, at 12.15 P.M., for the purpose of receiving and discussing the Liquidators proposals for dealing with the Company's Assets.

The Liquidator,
M. BENNECKE.

Hongkong, 4th July, 1901. [708c

WANTED.

BOY WRITER in H.M. VICTUALLING YARD, apply between 10 and 11 A.M. to the DEPUTY VICTUALLING STORE OFFICER, (in Charge).

H.M. VICTUALLING YARD.

Hongkong, 3rd July, 1901. [706c

WANTED.

A POST as BOOKEEPER by a Competent Man.

Apply to
"T."
C/o This Office.

A SURVEYOR seeks Employment.

Apply to
"U."
C/o This Office.

Hongkong, 4th July, 1901.

TO LET.

GODOWN—No. 5A, DUDDELL STREET.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 4th July, 1901. [709c

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.

THE Company's Steamship

"HAILOONG,"

Captain Bathurst, will be despatched for the above Port, TO-MORROW, the 5th instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 4th July, 1901. [710c

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., *ex* S.S. *Britannia*.
From Persian Gulf, *ex* B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 11th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 4th July, 1901. [5

EYE-SIGHT.

Mr. N. LAZARUS,
Occulist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central,
(R. HOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [1453b

Intimation.

A. S. WATSON & Co., LIMITED.

SHERRIES.

	Per Case 1 doz.
B.—SUPERIOR PALE DRY, dinner wine, Green Seal Capsule	$10.80
C.—MANZANILLA, PALE NATURAL SHERRY, White Capsule	12.00
CC.—SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule	12.00
D.—VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule	14.40
E.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule (*Old Bottled*)	20.40

B, C, and *CC* are excellent dinner Wines and suitable for invalids and delicate stomachs. *D* and *E* are after-dinner Wines of a very Superior Vintage. ALL ARE TRUE XERES WINES.

Small quantities are supplied at proportionate whole sale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, THURSDAY, JULY 4, 1901.

REUTER'S TELEGRAMS.

RUSSIA AND THE MANCHURIAN QUESTION.

LONDON, July 2nd.

The correspondent of the *Daily News* at Berlin, learns from St. Petersburg that Russia has made a fresh compact with China, which is tantamount to the resurrection of the Manchurian Agreement.

LORD CHARLES BERESFORD ON NAVAL AND MILITARY POLICY.

It is stated in the *Times* that Rear-Admiral Lord Charles Beresford, C.B. is anxious to resign his command, so that he may be in a position to criticize the naval and military policy of the Government.

LATER.

THE INVASION OF THE TRANSKEI TERRITORIES.

The Boer invaders of the Transkei territories attacked Maclear, but without success, thirty young farmers keeping them at bay until relieved by General Dalgety. The enemy retreated through difficult routes.

WEATHER REPORT.

The Observatory report says:—

On the 4th at 12.10 p.m. the barometer has risen generally. Pressure is highest over the N.E. coast of China, and relatively low over the S. coast. Gradients slight for N.E. and E. winds on the China coast, and for S.W. winds in the N. part of the China Sea. Forecast:—Varying, and E. winds, light or moderate; weather improving.

LOCAL AND GENERAL.

THE Banvard Vaudeville Company arrived yesterday by the *Kawachi Maru*.

THE German mail of the 29th May was delivered in London on the 1st inst.

PARCELS mails for Europe, &c., per s.s. *Chusan* will close at 3 p.m. to-morrow, the 5th inst.

A SALUTE was fired at noon to-day by the warships in harbour, in honour of American Independence Day.

THE dredger *Canton River* still lies at the bottom for, apparently, the waters of the Harbour find their way into the vessel as fast as they are pumped out, and the machinery employed is not capable of draining the whole harbour.

THE next French mail, dated June 4th, which should have arrived by S.S. *Ernest Simons* was, owing to an accident to that ship, transferred at Colombo by S.S. *Ningo Maru*, and is expected to reach Hongkong on or about 16th July.

CAPTAIN DAWSON, late of the *Haihow*, is at present in Hongkong and, we hear, waiting to take command of the *Taiyuan*, trading to Australia. The numerous friends of the genial little Captain will, we are sure, wish him all success in his new ship.

WE shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ld.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

THE French Government has entrusted Mr. Etienne Richet with an important mission to the Far East. He was to leave Marseilles by the mail steamer *Annam*. The mission is to visit successively Ceylon, Burmah, Siam, Indo-China, China and Japan. The reports of the mission will be published, and the duration of the voyage will be about a year.

AT 6 a.m., on the 19th inst., Miss Evelyne de Worms, late of the Dallas Musical Opera Company was married to Mr. Henry Davis, manager of the Bristol Hotel, in the Hotel drawing-room. The ceremony was a very quiet one and consisted only of the usual registration proceedings by Mr. Morgappa, District Registrar. The bride, who was attired for the journey, carried a pretty bouquet. The couple left for Kandy by the 7.30 a.m. train. A reception is to be held in Colombo on the 6th July.

A HOME paper of May 30th says:—A soldier came recently from North Woolwich to stay with his mother in a cottage at Harvest-rd., Willesden. Soon after he became ill, and the doctor who was called in found the case to be one of bubonic plague. The doctor immediately reported to the medical officer, Dr. Skinner; the man was promptly removed to the Isolation Hospital, and four people were put away for quarantine as "contacts." The man will be discharged, it is expected, in about a month, for it is happily not a dangerous case, if any case of so insidious a disease may be so characterised.

HOWARD Graham, a boy of ten, appeared at the Centre-street police-court, New York, recently, says the *Daily Mail's* correspondent, on a charge of begging. The young culprit was singing "Two Little Girls in Blue" near the entrance to the Stock Exchange. The magistrate sent him to a Catholic orphanage. The boy's mother told the magistrate that her husband, Charles Howard, was the author of "Two Little Girls in Blue." He died two years ago, leaving his family destitute. Graham sold "Two Little Girls" for £2, but the publishers afterwards paid him £100 more owing to the enormous sales.

THIS item of news is from the *Morning Leader's* very own New York correspondent:—There was considerable commotion among New York's 300,000 negroes when it became recently known that Prof. Johnson, of Kansas University, had discovered a means of making negroes white. Prof. Johnson, experimenting with the blood of an albino, found that it contains a germ which causes white blood disease. He inoculated several animals, rendering them albinos, and finally operated on a negro, with astonishing results. Four wealthy New York negroes, one worth half a million, went to Kansas on hearing of the treatment, and it is reported that now they are nearly white.

BRISTOL seems to have lost a chance of a good thing. Recently, says a home paper, a Government official visited the works of G. R. Stothert and Company, of Bristol, to inquire into the cause of the strike of shipwrights, which prevented that firm undertaking work which the Government contemplated placing in Bristol. As shipwrights would to some extent be employed, and as they will not work for Stothert, the Government official returned without depositing any order. The cause of the strike is stated to be that Stothert will not employ wood shipwrights to work on iron, giving as his reason that they cannot execute ironwork with the skill, economy, and dispatch necessary. The local Shipwrights Society will not allow their members to work on wood for Mr. Stothert.

MANY of his friends in Selangor and Perak, says the *Malay Mail*, will be glad to know that Mr. Tan Yew Wee, who is studying medicine and Surgery in the Alice Memorial Hospital in Hongkong, is making good progress. He has gone through nearly half the course and will in about two years' time complete the whole. Mr. Tan Yew Wee was a dresser in a Perak Hospital, and, taking advantage of the leave for which he was eligible, left for Hongkong in the early part of 1900 to graduate as a Licentiate of Medicine and Surgery. We are glad to hear that he has given entire satisfaction to his examiners, and has now been called upon to act as Assistant Lecturer on Materia Medica and Demonstrator of Osteology. Owing to the existence of the plague in Hongkong he was also requested to assist the Medical Officers in the *post mortem* and microscopical examinations in the Public Mortuaries.

IT is said, on what authority we know not, that Mr. Kruger is writing a book which shall contain the truth, the whole truth, and nothing but the truth about his conflict with this country. To put it mildly, Mr. Kruger has not been exactly famous for his passion for truth in the past; but, as the proverb says, "it is never too late to mend." Anyway, the truth from Oom Paul ought to be good reading. There was a Patriarch once upon a time who lamented that his enemy had not written a book. It is Mr. Kruger's friends who are likely to wail because he has, if the forecasts of this wonderful production be correct, Mr. Kruger, it appears, is indignant with the Englishmen who misled him, and he means to make it as hot for them as he knows how. We will, with permission, take this with a grain of salt. That some Englishmen were foolish enough to write letters to Mr. Kruger intimating their sympathy with him while negotiations were still proceeding between this country and the Transvaal is likely enough. Several have already been published. But that Mr. Kruger is in possession of any letters which seriously compromise the honour and patriotism of any English gentleman we do not for a moment believe. Still we should like to read Mr. Kruger's book.—*Pall Mall Gazette*.

CANTON is celebrating the Glorious Fourth in style. The Captain and Officers of the *Monterey* issued invitations to their friends to witness boatraces in the forenoon and illuminations in the afternoon and evening. From what we know of the *Monterey* there is likely to be a good time in the City of Rams to-night.

MESSRS. Swan and Hunter, of Wallsend, have been commissioned to build a pontoon floating dock for Japan. The dock will be of somewhat similar dimensions to the Russian dock recently constructed at the same yard. The dock just ordered will be built in sections, with a view to being taken to pieces for shipment and final reconstruction at the Japanese port of destination.

IT will be interesting to note if the wet weather of the past day or so produces a fresh crop of plague cases. The popular idea on the subject is that the rain drives the coolies into the houses, where they herd together in their damp and steaming clothes and so render the propagation of the disease a matter of ease. It is a significant fact that as the dry weather approaches and the coolies commence to sleep in the open air the plague returns rapidly diminish.

WE are sorry to hear, says a recent *Malay Mail*, Mr. Hare, the Secretary for Chinese Affairs, has not been in good health lately and has therefore gone to Dusun Tua for a change. Rumour hath it that Mr. Hare will shortly proceed on long furlough, and that during that time he will act as Second Commissioner at Wei-hai-wei. With his wide knowledge and experience of the Chinese and the Chinese language there can be no doubt that Mr. Hare has been happily chosen for the appointment.

IN the London Missionary *Chronicle* the Rev. H. D. Bevan records his first impressions of Shanghai. The foreign settlement and the magnificent Bund naturally call for some enthusiasm. Of the native city "dirt and decency seem to be two things about which the Chinese in the city hold absolutely opposed opinions. The former they have everywhere, the latter nowhere." He records that on Christmas Day at the service in a native church the congregation mustered about 100, and the collection came to over £10. He is probably correct in his wonder whether English congregations ever yielded as much as 2s. a head.

IN the current number of *Blackwood* appears an interesting little sketch entitled "A Night's Adventure on the Pearl River," describing how a party of four European residents of Canton were attacked by pirates while on a picnic on the Canton river. The story, it need scarcely be said, loses nothing in interest from the fact that it happens to be true. Although no names are mentioned the incident recorded is none other than the piratical attack upon Messrs. Spalinger, Burckhardt, Huygen and Hogg on January 26 last. The details were telegraphed home at the time, but the adventure as recorded by the writer in *Blackwood* makes quite an interesting narrative.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—I read your paper last night in my quarters and saw a letter signed "Beachcomber"—Allow me to say it is all rot. I left my ship some time ago and got at once decent lodgings in the Star Coffee palace. I bucked round, hard, for three days and secured the job I am now in. I do not say it is a first class, well paid position, but it enables me to live cleanly and decently and takes me away from the company of the most awful lot of loafers, thieves by birth and breeding and lazy nondescripts, that it has ever been my lot to consort with. I am sure by staying where I am for a month or two and proving I am not a drunken sot, my boss will make a good job of the one I've got, and mind you, Sir, there is a premium on ordinary sobriety in Hongkong. In spite of being hard up in your City, I have not one particle of pity for the strong, well fed gang that roam round seeking whom they may devour, begging, borrowing and stealing, and although for three days one of them, I now sign myself,

Yours truly,
"WORKER."

Hongkong, July 4th, 1901.

THE PLAGUE.

Number of cases reported up till noon of the 3rd July, 1901	Chinese	1,439
	Other Asiatics	49
	Europeans	26
Number of cases reported during the past 24 hours	Chinese	8
	Other Asiatics	2
	Europeans	0
Total number of cases reported to date		1,524
Number of deaths reported up till noon of the 3rd July, 1901	Chinese	1,399
	Other Asiatics	33
	Europeans	9
Number of deaths reported during the past 24 hours	Chinese	10
	Other Asiatics	1
	Europeans	0
Total number of deaths recorded to date		1,452

Since noon on Saturday last the cases and deaths are:—

Cases Chinese	34
" Other Asiatics	4
" European	1
Total	39
Deaths Chinese	35
" Other Asiatics	2
" Europeans	0
Total	37

The plague returns for last week were:—

Cases	62
Deaths	61

The returns for 4th July, 1894, were:—

Total deaths to date	2,260
New cases in previous 24 hours	12
Deaths in previous 24 hours	15
Patients under treatment	138

* * *

A Portuguese boy named Theodore Thomas was removed to Kennedy Town this morning.

* * *

All European patients are doing well.

* * *

Mrs. Primrose was discharged to-day as cured, and goes up the coast for a trip.

AT THE MAGISTRACY.

STEALING FROM THE PERSON.

Leung Kem Yau was charged with stealing from the person of Tsen Tim. The methods of the defendant were ingenious to say the least. He bailed up the complainant and representing himself as a detective searched him for arms. On being asked to go to the police station he refused and struck the complainant. An Indian constable arriving on the scene, the defendant was given in charge.

The defendant stated he had been drinking and had a quarrel with the complainant in a brothel.

Mr. Hazeland held the charge proved, and Leung was sent to prison for 6 weeks' hard labour.

* * *

THE "BOY" AGAIN.

Mr. W. Moore, Acting Chief Wharfinger of the Kowloon Godowns, charged Yeung Ching and Mak Fook with stealing a silver watch and a pair of gold earrings.

The complainant said.—The first defendant is my house boy and the 2nd defendant is a watchman. I missed my watch on the 3rd instant and suspecting the first defendant took him to the Police Station.

P. S. 347 deposed that he went with Sergt. Smith to No. 12 Elgin Road and the 1st defendant pointed out the 2nd to him and accused the second of stealing his master's watch and earings. The 2nd defendant's boxes were searched, but nothing was found. The two men were then taken to Mr. Moore's house and the 1st defendant then said he believed the things were underneath a shed outside his master's house.

The first defendant pointed out two flower pots (on being taken to the place) in which were found the watch and earrings; part of one of the earrings was missing and was found on the person of the 1st defendant.

This gentleman was awarded 6 weeks' hard labour and 12 strokes of the birch, where as a result it will be pleasing rather than fatiguing to stand up, and has, we believe, ordered his meals to be served on the mantelpiece.

The 2nd defendant was discharged. The Tsim Tsa Tsoi police are to be commended on a carefully worked out case and a smart capture.

* * *

LUCKY IN FINDING THINGS.

Most of us are grumbling at the want of brass, Leung Lin is doing 14 days' hard labour for having too much. P. C. 242 found him with a quantity of brass fittings in his possession. He said he had picked them up on a wharf. Mr. Kemp evidently thought so too, and gave him the above punishment.

* * *

ASSAULT.

Lance Sergt. Bond No. 34 was charged with assaulting Cheung Yau, a chair bearer. This was the outcome of a letter that appeared in the *Daily Press* a week or two ago. The summons was dismissed, there being no appearance of complainant.

EXTENSIVE FORGERY AT SHANGHAI.

The *China Gazette* of the 29th ulto. says:—

A daring and skilful forgery was perpetrated upon the Hongkong and Shanghai Bank on Thursday afternoon by a young Portuguese clerk named A. Rozario, employed in Messrs. Benjamin, Kelly & Pott's office. Rozario presented a cheque signed apparently by the firm for Tls. 15,000, and asked the shroff to pay him six thousand in sycee and the rest in notes. Having no suspicion, and probably thinking that as the Bank would be closed on the two following days, the firm might want the cash for the "settlements," the people in the Bank paid out the money, without further enquiry, over the counter. The young man calmly gathered up his "loot" and going straight to the German Bank, almost next door, handed in the sycee with a request that he should be given a draft upon Tientsin for Tls. 6,000. It was ascertained later that the note was a forgery by Rozario and a very clever one, evidently done by tracing the signature on the cheque over a genuine signature on some other document. His movements have since been closely traced by the detectives and it seems clear that he went on board a China Merchant's steamer, bound north the same night. The supposition is that he has gone to Tientsin, unless the six thousand tael draft was a red-herring thrown across the scent and a very heavy one, to throw the police off the trail. But it seems almost impossible that the forger can go far without being arrested. The cheque he forged was the last one of the book and the signature was very cleverly imitated. Rozario is only about 20 years old and bore a good character.

NORTHERN NEWS.

PEKING, June 27th.

The question of the method of payment of the Chinese indemnity seems to be still far from settled. France has finally withdrawn her objections to the use of the salt gabelle in payment, but now the Viceroys and Governors make the point that the heavy charge necessary to raise thirty million taels annually from the provinces is more than their revenues can bear.

CHEFOO, June 27th.

Numerous refugees from Manchuria are arriving here. They report that the whole province of Shingking is in a state of insurrection. The rebels are overrunning the country, pillaging and burning. Around Moukden all the villages and hamlets have been burned, and hundreds of the inhabitants who offered resistance have been killed. The Russian forces are entirely insufficient to maintain order in southern Manchuria.—*Ostasiatische Lloyd*.

THE "CRESSY."

At Portsmouth, on the 28th ult., the new armoured cruiser *Cressy* was commissioned for service on the China Station. She is the first of a class to which she has given her name, and which marks a reversal of our penultimate methods of cruiser construction. To an armament of two 9·2 in. guns and twelve 6 in. quick-firers she unites a speed of 20 knots on displacement of 12,000 tons. Her size and her speed, however, are beside the question. The important point about her is that she is a return to that system of armour which we adopted in the *Aurora* class of cruisers, and which has since been neglected in favour of mere deck protection. The *Cressy* and her successors—for there are many—are a return in protection to the old idea of a water-line belt in a somewhat modified form. There may be—there probably is—some doubt as to the precise effect of this belt, but there is no question that the new armoured cruiser is far more than a match for any protected cruiser. The *Cressy* will be the strongest cruiser in the Far East.

THE NEW GUN FOR THE 18,000 TON BATTLESHIPS.

Captain H. Garbett, R.N., gives an account, in the *Journal of the Royal United Service Institution*, of the 7.5 in. breechloader, the new weapon which is to be mounted in the great 18,000-ton battleships that are about to be laid down for the Royal Navy. It is, he says, of course, of steel construction, "wire, ribbon" being tightly wound round the outer of the two tubes, and covered by a steel jacket. It is fifty calibres long in the bore, the total length from the breech face to the muzzle being 386.7 in. The gun weighs 15 tons 15 cwt., the mounting with shield being equal to 12 tons 16 cwt., and it fires a projectile weighing 200 lb. (twice the weight of that of the 6 in. weapon) with 79 lbs. of nitro-cellulose, with a velocity of 3,000 ft. per second, and an energy of 12,480 foot tons—results in every way admirable and surprising. It is the longest weapon in relation to size ever constructed, and in destructive force exceeds the results ever achieved by artillerists hitherto. As an indication of the tendency of modern cannon, it is interesting to note that the 7.5 exceeds in length the earlier types of the 12 in. gun, and is more than twice as long as the older 6 in. weapon.

The breech mechanism is of the most ingenious character, being of a new hand-lever type. The breech is opened and closed by a single motion of the lever. The one horizontal swing of the hand-lever rotates (locks or unlocks) the breech-plug, which is of a special design, swings it in and out of the gun, and "cocks" the firing-striker.

APPROACHING PEACE IN CHINA.

There seems at last to be some prospect of the protracted and confused negotiations with China being brought to a more or less satisfactory issue. . . . . Our Special Correspondent has pointed out that one grave disadvantage, attaching to the conduct of the negotiations in Peking by men who had actually suffered and witnessed the abominable outrages of the reign of terror, is that they are inevitably disposed to allow these horrors and their expiation to bulk somewhat too largely in their minds. There is also, as he shows, a certain inconsistency in insisting too strongly upon personal punishments when Prince Ching, who is associated in the Chinese mind with all the worst actions of the Chinese Government, has been received with honour as one of the Chinese plenipotentiaries. The punishment of particular evildoers is worth securing mainly in so far as it teaches a lesson to the rulers and people of China, which cannot otherwise be taught. Its efficacy from this point of view becomes more doubtful as time enables those on the spot to see things in their proper relations. At the same time it is evident that the desired lesson has been taught in ways presumably more effective. The total devastation of a great tract of country, the complete destruction of the mystery and sacredness attaching to Peking, the desecration of the very shrines of Imperial authority, and the ignominious exile of the Court—these are things the significance of which may be thought to be greater than the punishment of a hundred or so of the worst offenders. It has been said that the previous occupation of Peking was never heard of by the bulk of the Chinese people. But things have changed very much even in China since that event, and the mark now made by the allied forces is far broader and deeper than was ever made before. We may perhaps assume that all China, or at least all the China that counts, is aware of the signal humiliation inflicted upon the dynasty.—*The Times*.

FRANCE AND SOUTHERN CHINA.

The special correspondent of the *Times*, writing on May 22nd, *via* Rangoon, from Canton, describes the attitude of the French in that region:—

The political activity displayed by the French in this region has doubtless helped to bring home to the Chinese authorities the dangers with which the reckless policy of the old *régime* has been fraught. Under the energetic impulse of M. Hardouin, the French Consul, who has learnt all the approved methods of French political propagandism in Siam, the French are unquestionably making strenuous efforts to assert special claims to influence in and around Canton. No less than six French gunboats have been sent to patrol the Canton waters, a small steamer has been subsidized nominally to carry French mails from Hongkong to Canton, and the usual inducements are being offered to Chinese junk owners to fly the tricolour. A French bank will shortly open a branch here, and various other schemes are on foot to place French enterprise *en évidence*. The commercial interests of France in Canton, which mainly consist of a small share, barely 15 per cent., of the silk trade with Lyons, cannot possibly explain this sudden outburst of activity. Still less can they explain the need which France has suddenly discovered for laying an independent cable from Saigon to Amoy, whence it can directly connect with the Russian system over the northern telegraph-wires. Despite the most liberal treatment which the Eastern Telegraph Company has accorded to French possessions, this scheme has long been advocated by the French colonial party, but it was, of course, pooh-poohed in British circles, with our customary optimism, until about three weeks ago news came from Amoy that a French ship had entered and landed a cable there. It was a smart piece of work carried out in a business-like fashion, with the utmost secrecy, rendering telegraphic communication between France and her Far Eastern possessions independent of cables under British control.

The provinces of Kwang-si and Yun-nan have hitherto been regarded as the main objectives of French colonial expansion from Tongking. M. Doumer, the Governor-General of Indo China, has undertaken a journey to Europe with the avowed object of urging upon the French Government the completion of the railways connecting Tongking with those provinces, but there is some reason to believe that a project, whereof we are already witnessing the preliminary steps, is being matured for including within the sphere of French expansion the whole province of Kwangtung with Canton itself. Some anxiety is certainly beginning to be felt, not only by the Chinese authorities, but also in responsible circles in Hongkong, as the prosperity of our Colony is indissolubly bound up with freedom of trade in Canton and the wealthy province of which it is the capital. French protectionism has killed the important trade which Singapore formerly carried on with the French possessions, but Singapore has ample resources in its own *Hinterland*. Hongkong, on the contrary, is wholly dependent upon the maintenance of the open door on the mainland. French activity in Canton, therefore, deserves at least to be carefully watched.—*By Indo European Telegraph*.

BANK OF CHINA AND JAPAN.

An extraordinary general meeting of the Bank of China and Japan (Limited) was held on 30th May, at the Cannon-street Hotel, for the purpose "of considering the advisability of voluntarily winding up the bank." Mr. W. Keswick, M.P. (chairman), presided. The secretary having read the notice convening the meeting, the Chairman said:—

That meeting had been called in consequence of a circular which had been issued by Mr. B. R. Fleming, who held 234 shares, suggesting that the bank should be voluntarily wound up, that gentleman having been supported by a sufficient number of shareholders to render an extraordinary meeting necessary. The Board could not, however, but regret the effect of the agitation, which must inevitably be injurious to the operations of the bank, and they felt that it would have been more prudent at this time to have postponed a decision on the subject. Mr. Fleming's circular struck him as having been conceived in a spirit of antagonism to the Board, and as indicating a feeling of disregard on the part of one possessing but a small interest in the company for the greater interest of others. The Board had, throughout a long liquidation, striven earnestly to protect the shareholders, and the effect of their efforts was more visible in the recoveries which had been made in the earnings of the new bank, though the latter had not been wholly unimportant, considering the limited capital at first available and the difficulties of the situation. At the time the scheme of reconstruction was framed, it was estimated that after the call then made was collected there would be available for working capital about £20,000; but that sum had on Dec. 31 last reached the figure of £220,050, in consequence of the recoveries which had been effected and of careful liquidation. (Applause.) Through the agency of the bank liquidation expenses had been saved, and results obtained which the Board considered to have fully justified the policy of maintaining the bank as a going concern, and, if it appeared desirable, of making a readjustment of capital, consequent upon dealing with the deficiency arising from the liquidation of the old bank. But they did not advocate a change. It was quite true that the bank's profits had been disappointingly small; but it should be remembered that for a considerable time the available capital was not large, and that repeated talk of winding up and an unfortunate, though needless, want of confidence tended greatly to increase the uphill character of the manager's work. Still, the results had not been inconsiderable when all circumstances were kept in view, and the Board believed there was reason to have confidence in the success of the bank if it were placed in a position to take a legitimate share of the Eastern banking business. This could be secured by making early next year the adjustment that was necessary in dealing with the deficiency shown so far by the liquidation of the old bank. The directors understood there would be no difficulty in treating the ascertained deficiency as a loss that was to be written off the new bank's nominal capital, and then treating the recoveries that might still be made as a reserve fund and an asset of the new bank. The probable figures would be a paid-up capital of £2 per share on 107,000 shares, with an uncalled capital of £2 per share, and with 93,000 shares unallotted, the reserve fund depending upon the amount recovered, which, if the Chinese and other shareholders in the old bank could be compelled to pay their indebtedness, might reach a considerable sum. The Board believed the bank had every likelihood of being successful, provided the adjustment which he had indicated could be carried out, and the managers could settle down to quiet business, unharassed by rumours of winding up and other statements destructive of confidence. The field of operations was large enough, and afforded sufficient opportunities, provided prudent management could be obtained. The considerations should also be borne in mind that if the bank were reconstructed as indicated the shares would have a market value.

Mr. Basil Fleming said he had called that meeting and felt sure that a great number of shareholders shared with him the opinion that the bank should be voluntarily wound up. He had no antagonistic feeling towards the Board, but he thought they had failed in their duty towards the shareholders very much indeed. They had been going on now for six years, and during that time the profits had been about £7,000, whilst the expenses were enormous, being £12,020 in 1896 and as much as £14,791 last year, and they did not know where they were going to stop. As to their three branches in China, how could they expect to get good managers when they could not afford to pay them good salaries! As to the Chinese shareholders he thought they stood but a very remote chance of recovering anything from them. A great number of these shareholders had absolutely never had any money and never would have. The present market value of their shares was 15s., whereas if the bank was not wound up something like 40s. would accrue. He held that it would be better for the shareholders to obtain £2 a share and get rid of their liability of £4 a share than to go on as they were now. At the last meeting the chairman had told them that they had obtained £7,000 from the Chinese shareholders, but had not mentioned anything about the law costs incurred thereby. There was only one more point, and that was why should they go on in endeavouring to find out whether the agreements between the Chinese and foreigners were binding? Let some other bank settle that question—the Hongkong Bank or some company having Chinese shareholders.

Mr Worley said he thought the gentleman who had just spoken had not suggested any course which was a real remedy. Suppose they decided to go into voluntary liquidation, they could not possibly gain anything by that. What he considered more advisable was to go on quietly, restricting their business, husbanding their resources, then at the right time they could divide the assets between them. Far better and far less expensive would it be than if they went into litigation. If they went into voluntary liquidation, somebody would probably go to court and apply for compulsory liquidation, in which event they would have to pay up the balance of their uncalled capital.

Mr. Thos. Hanbury said the two previous speakers had spoken from a London point of view; but having been a China merchant for nearly 50 years he, perhaps, had more experience of this matter than many of those present. He had watched the bank in its career, and he might say he had not the slightest feeling against the bank, in fact he thought he must thank the chairman and directors for the very great care they had exercised during the five and a-half years of its existence, and in avoiding bad debts. They were, however, all getting on in years, and although the talk of prosperity to the bank was rather alluring, the question was how long they would have to wait for that prosperity. They had expenses of about £15,000 a year, and against that they found last year a profit of £9,000; he presumed that profit was obtained by legitimate banking business. He thought most of those present desired extremely to have the £4 per share liability which was hanging over their heads removed, especially so after five and a-half years had passed, and they saw no dividends and no interest on their capital. However, he did not think liquidation at the present moment would be desirable, and considered it advisable that they should have another meeting at a later date, when they could tell them such resources as were open to them. There were banks who had the machinery necessary in the East—the Hongkong Bank and the Chartered Bank of India—for the realisation of their (the bank's) assets; was it not possible to approach them as to what terms they would be willing to accept to engage in liquidating the bank?

The Chairman said that he could quite understand that the expenses had been viewed with some anxiety. They were heavier last year, as he had stated at the last meeting, owing to the changes which had taken place in the staff and the employment of an inspector in the East. But they had this fact, those expenses were met last year and they had £9,000 in addition. With regard to the future he was very indisposed to say much because he knew it was prophesying. There was a good field, and if they could get the right men to conduct the bank's business there was also a likelihood of larger profits. The intention of the Board, as intimated, was to meet the shareholders with a definite proposition early next year. If liquidation was decided upon he would only say that the bank's position was a simple one. It had no liabilities and everything could be realised with great promptitude. With regard to the Chinese shareholders, the bank had recovered close upon £8,000 from one Chinese, and they had got recoveries this year from others who had refused to pay hitherto. The bank could quietly go on, getting in all that was due, without incurring expenses, until the directors could put the scheme which they were considering before them.

Mr. Fleming then submitted a resolution to the meeting that the Bank be voluntarily wound up.

The Chairman said the words, "and a liquidator appointed," must be omitted. If the resolution was carried in favour of liquidation a subsequent meeting would have to be held, at which a special resolution would be passed.

A shareholder said in regard to the large recoveries to be made from Chinese shareholders a great many of them must be dead. The bank's capital was small, and although he thought there was a good business for a bank trading between London and the East *i.e.*, India and China, he did not think they were sufficiently strong to carry out that business. He did not, at the same time, think it advisable to go into liquidation at present. Would it not be better if they could get another concern to take over their business, their cash assets, their buildings and good will, and pay them in cash, the old shareholders to have the preference of shares in the new bank? If between this and early next year the directors could draw up a scheme of that sort he thought that would be the best solution.

Mr. Worley then proposed as an amendment that it was the opinion of the shareholders that it would be inexpedient to take steps in the direction of liquidation of the bank.

On being put to the meeting the amendment was carried by a large majority, only three or four being against it and in favour of the substantive resolution.

The Chairman said they held at the present time proxies for 35,000 votes in favour of continuing the bank as they had suggested.

LORD MILNER AND THE PRO-BOERS.

The Look-out man of *Fairplay* speaks his mind plainly. He says:—

Little Englanders, pro-Boer cranks, pro-Boer liars, raiders, dwellers in caves, dirt-rooters, and others of the same kidney [any intelligent reader of the newspapers can at once spot appropriate types of the different varieties] must be sorry by this time that they ever spoke, for it is owing to them, and to them alone, that Sir A. Milner has been so promptly made a peer, and that the Prime Minister and Mr. Chamberlain took the unexampled step of meeting him at Waterloo and escorting him to the presence of the King, which he left Lord Milner. The peerage no doubt would have come in good time as the fitting reward for the brilliant services rendered to the country, but the lying insinuations spread broadcast by the pro-Boer press required prompt refutation—and got it. On the whole, the pro-Boer crank is more dangerous than the pro-Boer liar, because he is more respectable. He does not lie himself, but when the liar has lied the virtuous crank does not contradict him. He becomes suddenly deaf, and goes on with his prayer, or his hymn, or his dinner, whichever may be on at the moment. He may even, perhaps, endeavour to excuse the lie on the ground of provocation, but never will he denounce it. That would be to impede the good cause.

SHIP DRIFTS IN THE ATLANTIC FOR SIX MONTHS.

It is not often that as sad a tale of the sea has to be told as that which was made known in Queenstown on May 27th last, says the *Morning Leader* of that date, on the arrival of the German barque *Planet* from Mazatlan, Costa Rica. She left Costa Rica as far back as 180 days ago, bound to Queenstown for orders. She encountered variable winds and weather, and her passage was prolonged to an extraordinary degree, and the natural result on board all such vessels similarly circumstanced followed, namely, that the provisions ran out, and the food which the men were obliged to live on was of such a nature that the wretched crew became scurvy-stricken, and, worst fate of all, the master and his two navigating officers became most seriously affected, and the dead flat calms which were experienced only served to accentuate the horrors to which they were subjected.

DISTRESS UNHEEDED.

The sails laid limp to the spars for days and weeks at a stretch, and meanwhile the signals of distress which were kept aloft for help were not answered by a passing vessel, nor, indeed, was another vessel observed.

Despair seized several members of the crew, and their desperate position became more pitiful when they discovered that the mate was no more, death having released him from his sufferings; and several members of the crew afflicted with the awful disease themselves stitched the mate's body in canvas and threw it overboard.

At this time the captain and second mate were terribly affected by the disease, which seemed to have attacked nearly all on board, and the master and the only remaining officer were so stricken that they could not tell the ship's postion on the chart, nor were either of them able to render any help whatever in navigating the ship.

SAFE AT LAST.

What was to be done in the face of so awful a position? No one knew where to point the vessel's head to, or what point of the compass to steer by, and thus for days they drifted about the Atlantic verily astray, until the 14th May when, 200 miles from the Irish coast, the steamship *Crown Prince*, of London, bore down on the stranger and supplied her crew with fresh provisions and a navigator, who brought the ship to Queenstown after a struggle.

Meanwhile the captain and second mate also died, and but for the timely arrival of the *Crown Prince* the fate of the crew would have been fearful.

The vessel was fast drifting out of the track of passing vessels, and want of proper food had almost driven them mad.

THE "TERRIBLE'S" BOILERS.

According to the statement of a correspondent in one of our evening contemporaries, says the *L. & C. Express*, the Belleville boilers of H.M.S. *Terrible* have given a great deal of trouble ever since the ship has been in commission. Letters just received from the China Station say that the cruiser's boilers become worse instead of better; in fact, are giving so much trouble that the ship will be sent home as soon as she conveniently can be. At Portsmouth the work of completing the *Powerful*, the *Terrible's* sister ship, is being pushed on. It is quite understood that she will go back to China in relief of the *Terrible*. But neither ship is ever likely to show the British taxpayer value for his money. By reason, primarily, of their Belleville boilers both ships are so frequently under repair that the cost of keeping them in a sea-going condition is enormous.

IS SWITZERLAND PREPARING TO FIGHT?

J. D. MILLER, IN THE "METROPOLITAN MAGAZINE."

The Swiss army has repeatedly in its history hurled back the trained legionaries of Europe, and to-day fronts the world in its Alpine fastnesses, calm and peaceful, though evidently contemplating future conquests. The spirit of independence was born early among these snowy peaks and quiet valleys. To-day the federal tie binds loosely enough the twenty-two cantons or states which make the Swiss Republic, though this looseness of tie is no measure of the strength of that unity which so marvellously knits together the national life of the people. The motto of Switzerland has long been "All for each, and each for all." And, indeed, each of these cantons had been admitted into the League only when it had indisputably proven its ability, as well as its willingness, to defend its liberties. One after another had won its right to membership in the League by successfully resisting the encroachments of the Hapsburgs. They were great soldiers, these Swiss, at all times. They made their country the cradle of the art of war. Their military prowess was born apparently in a night, and generals of other armies, in the days of Morgarten, Sempach, and Laupen, marvelled from what source these wonderful peasants could have acquired their knowledge. In an instant they had changed the battlefields of Europe from cavalry charges into infantry encounters. Zurich, with a small garrison of 4,000 men, had successfully resisted the siege of Charles IV. with 4,000 knights and 40,000 horse and foot, until, for mixed reasons, not among the least of which was the formidable obstinacy of these grim defenders, Charles abandoned the siege. At Morgarten, where for the first time in history peasants on foot met and vanquished cavalry, the Swiss, armed mostly with stones and tree trunks, hurled back the armour-clad knights of Duke Leopold with the loss of many nobles. Seventy-one years later the battle of Sempach—where another Leopold, a nephew of the former, was killed—saw the Austrian army routed by this wonderful peasantry. To this battle tradition has ascribed the legend—for it is little else—of Arnold von Winkelried "gathering to his breast the sheaf of spears," that he might make a passage through the Austrian ranks for his sturdy fellows. Two years later the decisive battle of Nafels was fought, which brought final and complete humiliation to the Austrian arms. The invading army was beaten back with terrible slaughter. This battle was fought on April 9, 1388; traces of the entrenchments still exist, and on each recurring anniversary memorial services are held in the valley. This battle effected the final consummation of Swiss independence.

The mountains fought for them, it is true; but they were as formidable on the plains of Lombardy as among their native Alps. They were long the unbeaten infantry of Europe. They terrified a great part of what is now Italy into submission. In 1509 they crushed the military power of Venice. Unhappily a mercenary spirit had been developed among them. It is true that to fight for pay was not at one time considered dishonourable. We have happily outgrown much of that, as we shall one day outgrow the desire to fight at all, when the causes of fratricidal strife shall have been removed. And perhaps not a little of the reproach brought against the Swiss soldiers who fought for pay was due to the fact that they fought better than most of those they met upon the field of battle. Their history is a long, uninterrupted career of fearful supremacy until their humiliation at the hands of their old allies—the French—in 1515, and seven years later at the hands of the Spanish and the Landsknechts. They continued to fight intermittently in many European armies—nearly always, strangely enough, for the royal cause—until their career closed gloriously in the tragedy on the steps of the Tuilleries, where the soldiers of the Swiss Guard fell in defence of Louis and a tottering monarchy. Here, ceasing their fire by the king's orders, sternly, passively, with immortal fortitude, they received the bullets and sword-thrusts of the frenzied mob. The ineffably stupid king had denied to them the privilege of dying like men; and so strong was the instinct of obedience that seven hundred and eighty-six perished under their brave leaders, hardly venturing to raise their hands in their own defence. Thorwaldsen's "Lion of Lucerne," in its appeal rather to the imagination than to the eye, fitly commemorates the sacrifice.

The days of Swiss mercenaries closed in 1848, when such levies were formally prohibited, and the cantons turned to organising in their own defence. Shortly before this the people, in righteous indignation, had recalled the Swiss troops in the pay of the King of Naples, which had been instrumental in suppressing the revolution. To-day even the Pope's Swiss Guard, which Pope Julius II. instituted, with its yellow, black, and red uniforms which Michael Angelo is said to have designed, seems an anachronism. These mediæval and impossible figures do not even remotely resemble the Swiss soldier of to-day whom one meet in Zurich, sauntering near the cavalry barracks, short, thickset, independent of bearing, and just the merest trifle slouchy in manner and gait.

Of late there have been strong evidences that the Swiss people are preparing for war in times and in a country of peace. The fever of imperialism has without a doubt coursed hotly through their veins during the past few months. They have a great military strength and fine fighting blood, and they know their power. Military manœuvres are growing daily more complex, more exacting. Every national interest is subordinated to the craze for militarism. The number of their modern implements for deadly warfare is greater than those who have not followed the rapid efficiency of their great democratic army can guess, and their knowledge of warfare may soon surprise the world. Switzerland is ambitious, and Switzerland has enemies. It is a very natural inquiry: "Is Switzerland preparing to conquer Europe?" Facts seem to point to an affirmative answer. We may see before long another Napoleon, backed by a greater and a more formidable army than any the French have ever had, rise up from the hills of this enterprising and aggressive little republic and make rare sport of the boasted prowess of the European Powers.

NOTANDA.

CALENDAR.

JULY.

Meteorological means based on fifteen years' observations to 1898.

Barometer	29.738
Thermometer	81.6
Humidity	83 0
Rainfall	14 210

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.75	29.69
Temperature	79	83
Humidity	95	77
Rainfall	0.30	—

TO-DAY.

Thursday, 4th July, 1901.

Chinese—*19th of 5th moon of 27th year of Kwang-su.*

Sun—*Rises*	5hr. 21min.
Sets	6hr. 47min.
High water—*Morning*	9hr. 44min.
Afternoon	11hr. 47min.
Low water—*Morning*	3hr. 16min.
Afternoon	5hr. 5min.

ANNIVERSARIES.

1776—American Declaration of Independence.
1850—Integrity of Denmark guaranteed.
1863—Vicksburg surrendered to the Federals.
1875—The doorkeeper of a Shanghai mission found murdered at his post.
1879—General Grant presented to the Mikado.
1884—Telegraph cable between Hongkong and Macao completed.
1896—Public entry of the Tsar and Tsarina into St. Petersburg.
1898—French Atlantic liner *La Bourgogne* collided with ship *Cromartyshire* in the Atlantic. 600 lives lost.

TO-MORROW.

Friday, 5th July, 1901.

Chinese—*20th of 5th moon of 27th year of Kwang-su.*

Sun—*Rises*	6hr. 6min.
Sets	5hr. 55min.
High water—*Morning*	10hr. 27min.
Afternoon	0hr. 20min.
Low water—*Morning*	3hr. 54min.
Afternoon	5hr. 42min.

ANNIVERSARIES.

1809—Battle of Wagram.
1840—Tinghai taken by the British.
1866—Princess Helena married.
1875—The s.s. *White Cloud* launched at Belcher's Bay.
1883—Hongkong Sanitary Board first appointed.
1899—Un Loong murderers sentenced to be hanged.
1899—Stranding of H.M.S. *Bonaventure* at Korniloff Bay.

AGENDA.

TO-MORROW.

Noon—T. K. Y. Co.'s steamer *America Maru* leaves for San Francisco, *via* Shanghai, etc.
10 a.m.—Douglas Co.'s steamer *Haitan* leaves for Swatow.
8 p.m—Smoking Concert at the Masonic Lodge, Zetland Street.
Daylight—E. & A. Co.'s steamer *Australian* leaves for Shanghai.

FRIDAY, 5th.

N. Y. K. steamer *Kawachi Maru* leaves for Kobe and Yokohama at daylight.
Cargo ex *Benalder* subject to rent.
The P. & O. Co.'s steamer *Bengal* leaves for Shanghai.

SATURDAY, 6th.

Noon—P. & O. Co.'s steamer *Chusan* with mails etc., leaves for Europe.
3 p.m.—J. M. Co.'s steamer *Tsuruhiko Maru* will be despatched for Kobe.
4 p.m.—I. C. S N. Co.'s steamer *Yuensang* leaves for Manila.
12.15 p.m.—Meeting of the Shareholders of the Hongkong Electric Company Ld., at their offices.
C. N. Co.'s steamer *Taiyuan* leaves for Brisbane, Sydney, and Melbourne.

SUNDAY, 7th.

O. S. K. Co.'s steamer *Daijin Maru* leaves for Tamsui *via* Swatow and Amoy.

MONDAY, 8th.

Cargo ex *Acilia* subject to rent.
5.p.m—C. & M. Co.'s steamer *Perla* leaves for Manila.
9 p.m.—Open-air concert at the Parade Ground, Headquarters, by the H.K.V.C.

WEDNESDAY, 10th.

O. S. K. Co.'s steamer *Maiduru Maru* will leave for Anping, *via* Swatow and Amoy.
(About)—J. M. Co.'s steamer *Indrani* will be despatched for New York, *via* Suez Canal.

THURSDAY, 11th.

Noon—N. D. L. Co.'s steamer *Kiautschow* with mails etc., leaves for Southampton.
"Glen" Line steamer *Glenesk* will be despatched for London and Antwerp.

FRIDAY, 12th.

The steamer *Indrapura* leaves for Portland (Or.) *via* Shanghai and Japan ports.

WEDNESDAY, 17th.

O. S. K. Co.'s steamer *Anping Maru* leaves at daylight for Foochow *via* Swatow and Amoy.
A. L. S. N. Co.'s steamer *Maria Valerie* leaves for Singapore etc.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

June 22nd.

Mr. Rattenbury, now in Hongkong, takes command of the *Diamante*, the present captain goes home to bring out a new steamer.

Mr. MacArthur, 2nd officer *Esmeralda*, is promoted 1st officer, of that ship.

Mr. Johnstone, sails as 2nd officer of the *Esmeralda*.

June 24th.

Mr. Gibson, chief officer of the *Haitan*, has been transferred to the *Hailoong* in the same capacity.

June 25th.

Mr. Fraser ex 3rd mate of the *Diamante* is promoted 2nd mate.

Capt. Ramsay of the *Diamante* is going home on leave.

Mr. J. Evans has gone chief officer of the *Haiching*.

Mr. A. B. Short is acting chief officer of the *Haitan*.

Mr. C. Walker, late 3rd officer of the *Hailoong*, is promoted 2nd officer of the *Haitan*.

Mr. Atwood, recently on sick leave, has gone 3rd officer of the *Hailoong*.

Mr. Fairfield, has been appointed supernumary and officer of the *Haitan*.

June 26th.

The officers of the s.s. *Tsinan* are, Captain O. Anderson, chief officer C. Webb, 2nd A Burn, 3rd J. Carle, chief engineer J, Runcie, 2nd M. Murray, 3rd P. Maquire, 4th J. Smythe chief steward J. Wilson.

June 29th.

Mr. G. A. Elliot of the s.s. *Whampoa* is ashore in Hongkong preparatory to passing for master.

July 1st.

Captain Merlees, formerly of the *Hoihow*, has been appointed captain of the *Hanoi*.

Captain Merlees, jun, formerly captain of the *Haitan*, is appointed to the *Hoihow* in the same capacity.

Captain Anderson has been appointed to the command of the *Haitan*.

Mr. Rodger, formerly 2nd officer s.s. *Diamante* has gone home, and will return as chief officer of one of Messrs. Shewan Tomes new steamers.

Mr. Fraser, 3rd officer, has been promoted 2nd officer of the *Diamante*.

Mr. F. Turner has been appointed 3rd officer, of the same ship.

Mr. Swanton is appointed 3rd officer of the *Esmeralda*.

Mr. Arthur Notley is appointed chief officer of the s.s. *Diamante*.

July 3rd.

Mr. C. Westerland, chief officer of the *Hoihao* is transferred to the same post on the *Hanoi*.

Mr. Riis, chief engineer of the *Siam*, has been relieved by Mr. Rasmussin.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Indian (*Suisang*) 8th instant.
Canadian (*Empress of Japan*) 9th instant.
American (*Gaelic*) 12th instant.
American (*Hongkong Maru*) 20th instant.

* * *

The N. Y. K. Co.'s steamer *Idzumi Maru* (American Line) left Shanghai for this port on the 3rd inst., at noon and is expected to arrive here on the 6th inst., at noon.

* * *

The Imperial German Mail steamer *Kiautschou* left Kobe *via* Nagasaki and Shanghai and Foochow on Monday, p.m., the 1st inst., and may be expected here on or about Wednesday, the 10th inst.

* * *

The Canadian Pacific Railway Co.'s R.M.S. *Empress of India*, arrived at Kobe at midnight on Tuesday the 2nd inst., and left at 1.30 p.m., on Wednesday, for Yokohama, where she was due to arrive at 2 p.m., Thursday 4 inst.

* * *

The Imperial German Mail steamer *Stuttgart* carrying the German Mails with dates from Berlin of the 10th ult. left Colombo on Friday the 28th ulto., p.m. and may be expected here on or about Tuesday the 9th inst.

* * *

The P. M. S. S. Co.'s steamer *Gaelic* with Mails, &c., from San Francisco to the 14th ulto., *via* Honolulu, has arrived at Yokohama, and will leave for this port to-morrow morning the 5th inst., *via* Inland Sea, Kobe, Nagasaki and Shanghai.

* * *

The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan* from Vancouver arrived at Kobe at 7 p.m. on Tuesday the 2nd inst., and left at midnight same day for Nagasaki, Shanghai, (where she is due at 2 a.m. on Saturday), and Hongkong.

* * *

HONGKONG AND WHAMPOA DOCK RETURNS.

Arethusa	at	Kowloon	Dock.
Union	"	"	"
Taku	"	"	"
Yuensang	"	"	"
Keongwai	"	"	"
Devonshire	"	"	"
Kohsichang	"	"	"
Juno	"	"	"
Queen Adelaide	"	"	"
Iris	"	"	"
Haitan	"	"	"
Colonies	"	Cosmopolitan	"
Munchen	"	"	"
Simongan	"	"	"
P..C. Klao	"	Aberdeen	"

* * *

PASSED THE CANAL.

Outward—11th June—*Kaisow, Kongsberg, St. Irene, Erzherzog, Franz, Ferdinand, Erica, Glenlagan, Glenroy.* 14th June—*Bamberg, Patroclus, Ernest Simons.* 18th June—*Antenor, Indus, Awa Maru.* 21st June—*Bingo Maru, Edderton.* 25th June—*Mogul, Neckar.* 28th June—*Benvenue, Stentor, Saxonia, Alexandria.* 2nd July—*Bombay, China, Suevia, Konig Albert, Coele, Salfordia.*

Homeward—18th June—*Stuttgart, Banca, Dresden, Batuvia, Meridian, Oceano, Silhonia.* 25th June—*Canton, Preussen, Silvia:* 2nd July—*Calchas, Ceylon, Laos, Inaba Maru.*

Arrivals at Home—25th June—*Ascania, Awa Maru, Konigsberg, Marburg.* 28th June—*Wittekind, Antenor.* 2nd July—*Bamberg, Dordogne, Preussen, Pyrrhus.*

Shipping.

Arrivals.

QUARTA, German steamer, 1,146, H. Johannsen, 3rd July,—Newchwang and Chefoo 28th June, Beans and Oil.—Melchers & Co.

MIN, British steamer, 367, J. McD. Howie, 4th July,—Singapore 25th June, Coal.—Butterfield & Swire.

LYEEMOON, German steamer, 1,238, Th. Lehmann, 4th July,—Shanghai 1st July, General.—Siemssen & Co.

TAISANG, British steamer, 1,544, Bradly, 4th July,—Canton 3rd July, General.—Jardine, Matheson & Co.

LOKSANG, British steamer, 979, G. Leask, 4th July,—Canton 3rd July, General.—Jardine, Matheson & Co.

NURANI, British steamer, 2,870, J. E. Sandilands, 4th July,—Wei-hai-wei 29th June, Government Stores.—Jardine, Matheson & Co.

KWEILIN, British steamer, 1,088, D. McKenzie, 4th July,—Canton 3rd July, General.—Butterfield & Swire.

BENGAL, British steamer, 2,751, A. L. Valentini, 4th July,—Bombay 19th June, and Singapore 29th, Mails and General.—P. & O. S. N. Co.

CHUSAN, British steamer, 4,636, C. L. Daniel, 4th July,—Shanghai 2nd July, Mails and General.—P. & O. S. N. Co.

SULLBERG, German steamer, 782, J. Jessen, 4th July,—Canton 4th July, General.—Siemssen & Co.

HIP SANG, British steamer, 1,040, Murray Crockett, 4th July,—Moji 29th June, Coal.—Jardine, Matheson & Co.

DAIJIN MARU, Japanese steamer, 899, T. Ogata, 4th July,—Tamsui 30th June, Amoy 2nd July, and Swatow 3rd, General.—Mitsui-Bussan Kaisha.

Clearances at the Harbour Office.

Lyeemoon, German str., for Canton.
Pak Kong, British str., for Canton.
Acilia, German str., for Yokohama.
Haitan, British str., for Swatow.
Quarta, German str., for Canton.
Loksang, British str., for Swatow.
Hoimoon, British str., for Canton.
Kweilin, British str., for Foochow.
Kawachi Maru, Japanese str., for Kobe.
America Maru, Japanese str., for Shanghai.
Min, British str., for Shanghai.
Australian, British str., for Shanghai.
Wo Ping, Chinese steam-launch, for Wuchow.
Germania, German str., for Hoihow.

Departures.

July 4, *Cassius*, German str., for Saigon.
July 4, *Lowther Castle*, British str., for Manila.
July 4, *Loyal*, German str., for Tjilaljap.
July 4, *Umta*, British transport, for Taku.
July 4, *America Maru*, Japanese str., for San Francisco.
July 4, *Loksang*, British str., for Shanghai.

Passengers—Arrived.

Per *Lyeemoon*, from Shanghai—Mrs. Wittmand, and 40 Chinese.

Per *Nurani*, from Wei-hai-wei—Q.-M.-Sergt. C. D. Buckler, A.O.C., 26th Beluchistan, I.M.S., 12 European Officers, and Sergt. Freemantle, R.A.

Per *Daijin Maru*, from Coast Ports—Capt. Harrow, 80 Chinese and 25 Japanese.

Per *Chusan*, from Shanghai for Hongkong—Messrs. R. D. Raw, W. Barlow, R.N., G. D. Browne, H. T. Nelson, A. Cameron, J. B. Martin, J. Permahomed, 1 Indian and 1 Chinese. For Singapore—Mrs. Abraham Ezra. For London—Mrs. Lowson and son, Mr. G. T. Poole, Mrs. W. H. Bourne.

Per *Bengal*, for Hongkong from Bombay—Messrs. J. Mahomed and Borjaje. From Brindisi—Mr. Woodward. From Marseilles—Messrs. Courtney and Knox. From Gibraltar—Mrs. Cidale and infant. Mr. and Mrs. Henriques and 3 children. From Colombo—Mr. Galt and 2 servants. From London—Lieutenant J. B. Macdonald, Lieutenant T. Thomson, G. S. Edmundson, Mr. and Mrs. Seek and infant, Messrs. Hedge, Buckham, Sergt. L. A. Lyons, Lieut. D. Fulton, Messrs. J. Cross, and E. Hearle. From Penang—Mr. and Mrs. G. T. How. From Singapore—Lieut. Butterworth, Messrs. J. R. Baird, D. P. Baird and Show Kit Sing. For Shanghai from Bombay—Messrs. D. K. Sethna and A. Hosie. From London—Mr. A. Hosie, Staff-Sergt. and Mrs. Davies and 2 infants, Messrs. A. S. Thomas. From Marseilles—Messrs. Sandercock and Henderson.

Departed.

Per *America Maru*, for Shanghai—Mr. Adama. For Nagasaki—Capt. and Mrs. C. F. Crain and infant, (U.S.A.). Messrs. F. E. Emery, J. McBain, T. E. Griffith and T. Sakai. For Kobe—Mr. and Mrs. F. X. D'Almada E. Castro, infant and amah, Misses D'Almada E. Castro, A. D'Almada E. Castro, E. D'Almada E. Castro and S. Sudzuki. For Yokohama—Mr. J. W. Copmann, Mr. and Mrs. E. S. Josephs, J. M. D'Almada Remedios, Miss D'Almada Remedios, Messrs. C. Furuta, W. Kidd and E. H. Irwine. For San Francisco—Messrs. E. Jones, Lee Kong Ni, F. M. Tucker, Mrs. M. Herr, and Miss B. Marley. For Seattle—Mr. F. W. Brookes. For London—Mr. J. D. Fraser.

STEAMERS EXPECTED.

Names.	*From.*	*Due.*
Bisagno	Singapore	To-morrow
Kaisow	Singapore	To-morrow
Glenlogan	Singapore	July 7th
Suisang	Singapore	July 8th
Glenroy	Singapore	July 8th
Empress of Japan	Japan	July 9th
Stuttgart	Singapore	July 9th
Kiautschou	Japan	July 10th
Gaelic	Japan	July 12th
Hiroshima Maru	Singapore	July 12th
Hongkong Maru	San Francisco	July 20th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	*Destination.*	*Date.*
Acilia	Havre, &c.	Aug. 9th
Alcinous	London	July 22rd
America Maru	San Francisco, &c.	Sept. 17th
Anping Maru	Foochow	July 17th
Australian	Sydney, &c.	July 24th
Arara	New York	Aug. 1st
Banca	Shanghai, &c.	July 18th
Bayern	Straits, &c.	July 25th
Bengal	Shanghai	July 5th
Bingo Maru	Kobe & Yokohama	July 18th
China	San Francisco, &c.	Aug. 6th
Chusan	Europe, &c.	July 6th
City of Peking	San Francisco, &c.	July 13th
Coptic	San Francisco, &c.	Sept. 10th
Daijin Maru	Tamsui	July 7th
Doric	San Francisco, &c.	Aug. 15th
Emp. China	Vancouver, &c.	Aug. 7th
Emp. India	"	Aug. 28th
Emp. Japan	"	July 17th
Gaelic	San Francisco, &c.	July 23rd
Glaucus	Liverpool	July 15th
Glenesk	London	July 11th
Glenogle	Victoria, B.C.	July 26th
Haitan	Swatow, &c.	July 5th
Hamburg	Straits, &c.	Oct. 16th
Heathburn	New York	Aug. 15th
Hiroshima Maru	Moji, &c.	July 16th
Hongkong Maru	San Francisco, &c	July 30th
Hudson	New York	Aug. 1st
I. F. Chapman	New York	Ok. desp.
Idzumi Maru	Victoria, B.C.	July 8th
Indrani	New York	July 10th
Indrapura	Portland, &c.	July 12th
Java	Marseilles, &c.	July 13th
Kagoshima Maru	Bombay	July 10th
Kaisow	Victoria, B.C.	Ok. desp.
Kashing	Manila	July 9th
Kasuga Maru	Japan	July 19th
Kawachi Maru	Kobe & Yokohama	July 5th
Kiautschou	Straits, &c.	July 11th
König Albert	Straits, &c.	Aug. 22nd
Kweilin	Foochow	July 5th
Kweiyang	Tientsin	July 10th
Maria Valeric	Singapore, &c.	July 17th
Maidzuru Maru	Swatow, &c.	July 10th
Nippon Maru	San Francisco, &c.	Aug. 24th
Olympia	Victoria, B.C.	July 16th
Peleus	London	Aug. 6th
Perla	Manila (Direct)	July 8th
Peru	San Francisco, &c.	Aug. 31st
Preussen	Straits, &c.	Oct. 2nd
Prinz Heinrich	Straits, &c.	Sept. 19th
Prinzess Irene	Straits, &c.	Sept. 5th
Prometheus	London	July 11th
Queen Adelaide	Victoria, B.C.	July 8th
Sachsen	Straits, &c.	Oct. 30th
Sambia	Havre, &c.	July 12th
Stuttgart	Straits, &c.	Aug. 8th
Tacoma	Victoria, B.C.	Aug. 6th
Taiwan	Port Darwin, &c.	July 14th
Taiyuan	Sydney, &c.	July 6th
Tsuruhiko Maru	Kobe	July 6th
Wakasa Maru	Marseilles, &c.	July 12th
Woosung	Shanghai	July 9th
Wilerzburg	Havre, &c.	July 26th
Yawata Maru	Sydney, &c.	July 26th
Yuensang	Manila	July 6th

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU ..... J. S. Thompson.....	KOBE and YOKOHAMA	TO-MORROW, 5th July, at Daylight.
IDZUMI MARU* ..... M. J. Curnow.....	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 8th July, at 4 P.M.
WAKASA MARU ..... J. B. Mcmillan	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 12th July, at Daylight.
HIROSHIMA MARU ..... T. Murai.....	MOJI, KOBE and YOKOHAMA...	TUESDAY, 16th July, at Noon.
BINGO MARU ..... F. Davies	KOBE and YOKOHAMA	FRIDAY, 19th July, at Daylight.
KAGOSHIMA MARU..... K. Kori	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 19th July, at Noon.
KASUGA MARU ..... H. Fraser	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 19th July, at Noon.
YAWATA MARU..... A. E. Moses	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 26th July, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 29th June, 1901. [6

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 30th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 24th Aug., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 17th Sept., at Noon.

THE Twin Screw Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 4th July, 1901. [5

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION," between HONGKONG and PORTLAND (OR.), Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAPURA,"

will be despatched for PORTLAND (OR.) on FRIDAY, the 12th instant.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For through Rates of Freight and further Information communicate with or apply to

ALLAN CAMERON,
General Agent,
or to
SHEWAN, TOMES & CO.

Hongkong, 2nd July, 1901. [655c



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"CHUSAN,"

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 6th July, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *vid* Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 22nd June, 1901 [5

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Queen Adelaide.	2,832	F. McNair...	July 8
Olympia	2,837	J. Truebridge	July 16
Glenogle	3,750	W. Frakes...	July 26
Tacoma	2,811	J. Alwen.....	Aug. 6

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to

DODWELL & Co., LIMITED,
General Agents.

Hongkong, 26th June, 1901 [4

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HUDSON".....about 1st Aug.
"HEATHBURN".....about 15th Aug.
"JUPITER".....
"SATSUMA".....

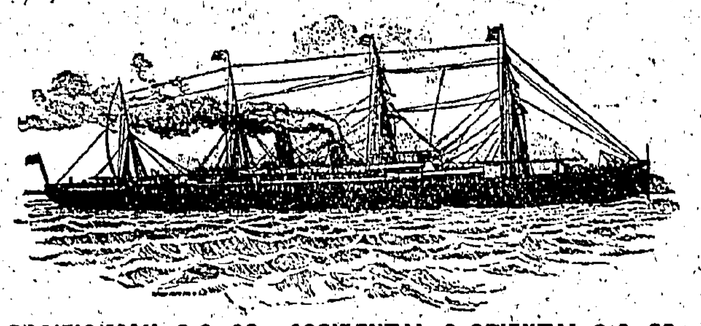
For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 4th July, 1901. [454c

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.
"PERU"	SATURDAY, 31st August, at Noon.
"COPTIC"	TUESDAY, 10th September, at Noon.

THE P.M. Company's Steamship "CITY OF PEKING," will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at $100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

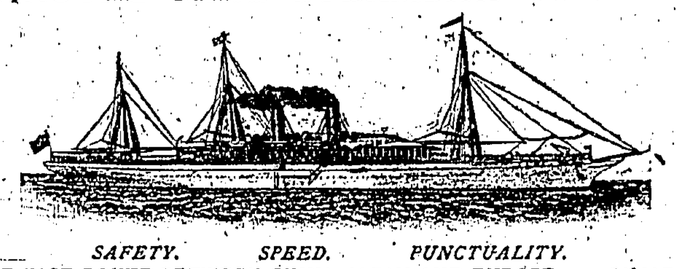
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than $100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 27th June, 1901. [1

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1901  1901

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....	WEDNESDAY, 17th July.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....	WEDNESDAY, 7th August.
EMPRESS OF INDIA ...Comdr. O. P. Marshall, R.N.R...	WEDNESDAY, 28th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 26th June, 1901. [3

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAMBIA..... Schmidt	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	12th July. Freight.
WUERZBURG ... Schueder.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	26th July. Freight.
ACILIA ..... v. Döhren	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	9th August. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 13th June, 1901. [431c

Shipping—Steamers.

CHINA NAVIGATION COMPANY LIMITED.

FOR	STEAMERS.	TO SAIL.
FOOCHOW and MOJI	"KWEILIN"	5th July.
BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"*	6th July.
SHANGHAI	"WOOSUNG"	9th July.
MANILA	"KASHING"	9th July.
TIENTSIN	"KWEIYANG"	10th July.
MANILA	"TAIWAN"	On or about 13th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	"TAIWAN"	On or about 14th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th July, 1901. [51c

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"PATROCLUS"	10th July.
"	"STENTOR"	23rd July.
"	"TANTALUS"	29th July.
"	"IDOMENEUS"	7th August.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL
LONDON.....	"PROMETHEUS"	11th July.
"	"ALCINOUS"	23rd July.
"	"PELEUS"	6th August.
LIVERPOOL (DIRECT)..... (Taking Cargo at LONDON RATES).	"GLAUCUS"	15th July.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 1st July, 1901. [12

FOR KOBE.

THE Steamship

"TSURUHIKO MARU,"

Captain , will be despatched as above on SATURDAY, the 6th July, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 29th June, 1901. [684c

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, will be despatched as above on SATURDAY, the 6th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 2nd July, 1901. [701c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIZURU MARU,"

Captain K. Suzuki, will be despatched for the above Ports, on WEDNESDAY, the 10th July.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 29th June, 1901. [226c

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI,"

Captain , will be despatched as above on or about the 10th July.

For Freight, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 14th June, 1901. [529c

"GLEN" LINE OF STEAMERS.

FOR LONDON & ANTWERP.

THE Company's Steamship

"GLENESK,"

Captain J. Rafferty will be despatched for the above Ports, on THURSDAY, the 11th July.

For Freight or Passage, apply to

McGREGOR BROS. & GOW,
Agents.

Hongkong, 18th June, 1901. [644c

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched as above on WEDNESDAY, the 24th July, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versâ*.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 29th June, 1901. [681c

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE TO VICTORIA (B.C.) AND SEATTLE,

Calling also at TACOMA and carrying Cargo on through Bills of Lading to NEW YORK and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship

"KAISOW,"

Tons 3,920, Commander G. A. Rodway, is due here on 6th July, and will have quick despatch.

For Rates of Freight and further Particulars, apply to

JARDINE, MATHESON & Co.,
Agents.

Consular Invoices must accompany all Overland Shipments.

Hongkong, 27th June, 1901. [676c

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched as above TO-MORROW, the 5th instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versâ*.

For Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 4th July, 1901. [703c

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Ports, TO-MORROW, the 5th instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 4th July, 1901. [696c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 7th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 1st July, 1901. [226c

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"PERLA,"

Captain G. T. Blaxland, will be despatched as above on MONDAY, the 8th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 1st July, 1901. [697c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 3rd July, 1901. [321c

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MARIA VALERIE,"

Captain Berbérovich, will be despatched as above on WEDNESDAY, the 17th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For Information as to Freight, apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 1st July, 1901. [688c

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA,"

Captain Williamson, will be despatched for the above Port, on or about the 1st August.

For Freight, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 15th May, 1901. [527c

A WASTED LIFE.

There are few parallels in fiction to the tale of Count von Larisch. He is just about to arrive at Southampton from New York. He crossed the Atlantic on the outward passage forty-five years ago. The difference between his second is that then he was flying for his life, under an assumed name, while now he is going to take up his title and his rank as first lieutenant of the 4th Uhlans. Then he was but a boy of twenty-two, but his hand was red with the heart's blood of his major; now he is a grey-haired man of sixty-seven, who during forty-five years has worked as a watchmaker, a soldier, and a scullion. He fell desperately in love with a German countess. Unfortunately his major, the Count von Ponitza, of Polish extraction, did the same. One night they had words, and next morning on the parade ground, in the presence of the regiment, the major, so the lieutenant thought, went out of his way to reprimand and humiliate him. There came a point when he could bear it no longer. The lieutenant threw his glove in the major's face. The major rode at the lieutenant and cut away several of his teeth. But the lieutenant's blade sought the major's heart and found it. In the confusion he set spurs to his horse, made for a friendly house, where his wound was dressed and money given him enough to carry him across the frontier and so to Calais, and thence by a Dutch vessel to New Orleans, where he landed in the autumn of 1856. Now the years of his hardship and penury are over. The Kaiser has commanded him to report to his regimental commander on June 14 and afterwards to the Kaiser himself. The man who has washed dishes goes back with an income of £18,000 a year.—*Exchange.*

THE TRANS-SIBERIAN EXPRESS.

We are accustomed to think that the height of luxury in long railway journeys has been attained in this country (America). Our transcontinental trip, however, seems short in comparison with the journey from Moscow to Irkutsk, which takes nine days; and about four more will be required to reach the Pacific at Port Arthur, when the railway has been completed. Our Russian friends believe that they have succeeded in equipping a train whose accommodations are proportionately comfortable, and include some things that are unknown elsewhere. These are described in an article in the *Magasin Pittoresque* (Paris) written from information furnished by the Russian director of railroads. We translate several paragraphs below. Says the writer:

"The trans-Siberian express is composed of six coaches, one first-and two second-class, a saloon-coach containing a dining-room and a library, and a baggage-car. Great attention has been paid to the mechanical construction of the coaches so as to diminish as much as possible the motion of the cars, which on so long a journey becomes very tiresome. Screens are placed at all the windows in such a manner as to protect the interior from dust and smoke.

"The cars are heated by means of hot water, and the temperature of each car can be controlled at will. From fifteen to twenty minutes suffices to heat the train, whose average temperature in the coldest weather never descends below 15° C. [59° F.] Ventilators are provided for the escape of the impure air. It is hardly necessary to state that the cars are lighted both within and without by electricity. The lamps suspended from the ceiling of the sleeping-compartments are furnished with an ingenious automatic contrivance whereby the light is extinguished or relighted as one closes or draws aside the curtains.

"The train is capable of carrying eighteen first-class and forty-eight second-class passengers. The dining-room contains nine small tables, and is capable of seating twenty-eight persons at a time. Travellers have also the privilege of being served with tea, coffee, and other refreshments in their own apartments. Meals are served at fixed hours, but the restaurant and buffet are open from eight o'clock in the morning to midnight.

"Adjoining the dining-room is the library, which is like a little *salon* elegantly furnished, with a bookcase containing about a hundred books in the Russian language, besides numerous foreign works, maps, periodicals, and the newspapers of the principal cities of the route. The best official and private publications regarding Siberia are also to be found here. Besides reading, travellers can while away the time with music, for there is a piano, or seek amusement in cards, dominos, or chess, the favourite game of the Russians.

"One of the coaches contains a bath-room with enameled tub and a very complete arrangement for shower-baths. Like all the other toilet-rooms, floor and walls as high as the windows are covered with decorated porcelain tiles. The rest of the walls and the ceiling are covered with wood paneling. Hot and cold water for baths and douches are provided by means of a reservoir placed on top of the coach capable of holding 300 gallons and frequently renewed.

"Besides all this there is a gymnasium with all kinds of apparatus for exercising all the muscles of the body, including a chamber velocipede. Finally, for the use of the tourist-photographer, of whom there are multitudes at present, a dark cabinet has been fitted up with all the necessary paraphernalia.

"Besides the usual number of conductors, each train is provided with a mechanician, an electrician, a *chef de train*, three cooks, five waiters, and two men for the lighting and heating. The personnel of the express train also comprises a health officer, who has a little pharmacy and surgical instruments at his disposal in case of sickness or accident. As on the transatlantic steamers, medical service is gratuitous."—Translation made for *The Literary Digest.*

PINEAPPLE FIBRE.

Quite recently experts and scientists have called attention to the fact that the fibre of the pineapple possesses all the qualities to supply a very good substitute for flax, and they maintain even that the pineapple-plant, both in its wild and cultivated state, yields a fibre which, when spun, surpasses by far the most ideal flax fibre as to strength, fineness, and glossy appearance. Special attention is drawn to the circumstance that lately at Singapore the most minute trials with flax and pineapple fibre were made, and that it was found that a certain quantity of flax fibre could bear 260 English pounds whilst an equal quantity of pineapple fibre was able to bear 350 pounds. Further, another chief advantage to be attributed to the pineapple fibre is its capability of resisting damp, for it is stated that ropes made from pineapple fibre have continuously lain in water without sucking it up; another important quality of this fibre is that it does not putrefy. Experts further state that the simple process of bleaching suffices to destroy adhesion between the bundles of fibre, and that therefore the pineapple fibre may be as well utilised for spinning purposes as flax. The isolated threads are remarkably pliable, and curl up rapidly when machinery is applied. Some experts assert also that the pineapple fibre can be employed successfully as a substitute for silk, and that it is suitable material for being mixed with cotton or wool. Its special qualities render it very useful as sewing yarn, lace-work, curtains, etc. A celebrated stuff is further woven from the pineapple of the Philippine Islands, which, on account of its threads which are as fine as hair, meets everywhere with great approval.—*The Chamber of Commerce Journal.*

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Awjwin, Miss	Mattsenn, J. F.
Agathe, G.	Mui, Miss A.
Allan, Mrs. W. J.	Meln, W.
Andrew, Miss	MacCallum, D.
Anderson, Mrs.	Machlowsky, P. von
Arnold, Miss	Medical Officer
Anderson, C. M.	Moffatt, Dr. A. T.
Atherton	Monteiro, T.
Allen, G. H.	Mullins, J. H.
Barton, A. L. L.	Mehta, Miss S.
Buissinné, W. T.	McKinnon, J. F.
Burroughs, Miss	Mias, A.
Byror, A. C.	Marshall, C. W.
Boyd, Mrs. J.	McGill, W. E.
Bowrou, J. E.	McCracken, W. R.
Blass, A.	Miller, R. E.
Burden, A.	Merecki, H.
Bliss	Menrice, M. F.
Burke, Miss	McCann, J.
Bennett, E. F.	Mauricio, B.
Bayldon, P.	Money, R. J.
Beya, C. B.	Menerty,
Bales, H.	Nicol, J. A.
Budgen, J.	Neilson, E.
Barton, Miss A. C.	Nishizaki, G.
Bishop, W. C.	Nathoiz, P.
Bailey, E.	Osborne, E.
Browne, G. D.	Paisit, G.
Cartlidge, J.	Piontzowsky
Cowie, E. H.	Parkinson, Dr. T. W.
Craig, J.	Plummer, H. B.
Carrington, J. C.	Perrault, E.
Carlsson, A.	Page, Miss M.
Cruz, B.	Pastrano, D. J.
Cary, W. H. F.	Palmer, W. B.
Caffrel, E.	Painter, Rev. T. W.
Carlton, P.	Pomeroy, Dolly
Carrington, Miss	Pillis, E.
Colcy, J. H.	Parfitt, J.
Cameron, Misses F. & R.	Ryder, J.
Clyde, Miss	Ruse, E. P.
Dunbar, T. E.	Rynolds. R.
Deas, W. P.	Roberts, H. C.
Dean, F.	Robinson, & Co., J.
Duncan, D.	Richard, Proff.
Dingeldin, A.	Remedios, Mrs. F. M.
Don L. La	Robinson, C. T.
Decer, C. L.	Reid, J. C.
Emery, Prof. F. E.	Rutenford, Mrs. H. H.
Freeman, Miss V. W.	Rowand, A. G.
Foot, Capt. F.	Rouget, J.
Forest, Miss A.	Reid, J. G.
Fernandes, C.	Robb, A. J.
Field, H. C.	Shrewsbury, R. W.
Förster, Dr.	Stevens, G.
Fernald, F. L.	Sawada, Miss
Flores, P.	Siv, R. T. P.
Griffin, C.	Spieler, O.
Grandt, H.	Santos
Godwin, Mrs.	Simpson, Mrs. A. I.
Grainger, E.	Shane, Capt.
Gegg, Mr.	Shidelor, A. M.
Glover, Miss	Samborne, Dr. F. G.
Gye, H. W.	Spiller, M.
Hallard, F. J.	Sanyer, N. M.
Hay, Rev. N. E.	Sparrevohn, F. G. P.
Hark, G.	Sterleng, G. J.
Hall, S. B.	Snyder, R.
Hendersen, W. H.	Stephenson, R. H.
Heaney, Mrs.	Seattle Iron Metal Co.
Hakata, C.	Seattle H'ware Co.
Harper, A. H.	Sig, J. R.
Hughes, E.	Shakoor, A. C.
Hjng, C.	Takenowchi, Miss H.
Hill Depôt	Tsan, Mrs.
Hughes, Mrs.	Tong Hong
Hawes, C. H.	Thomson, Mrs. A. B.
Hoskins, G. F.	Takmakoff
Hall, E. S. A.	Thompson, P. H. W.
Hezl, H. B.	Tellefsen, E.
Handid	Taylor, C.
Irwin, C. W.	Taylor, W.
Juma, Mrs.	Thomas, L. C.
Johnson, R.	Trick, R.
Jansson, A.	Underwood, J.
Johnson Hon. H. C. B.	Vanderpvel, Mrs. M.
Jones, Dr.	Wheeler,
Judah, J. S.	Woods & Co.
Kirk, Dr. R.	Wren, Pt. W. E.
King, G. G.	Watts, Mrs.
Kirk, A. R.	Ward, E.
Korster, Mrs. O. W.	Wheate, W. E.
Krickenbeck, R. E. E.	Walker, J. D.
Laglaize L.	Williamson, J.
Loher, A.	Wenburg, H. O.
Larkin, A.	Williams, D.
Leon, C. de	Waller, J.
Lebrun, H.	Watts, Miss F. W.
Lee, Miss D.	Wallace, F.
Lockhart, Mrs. C.	Walter, R.
Lortet, P.	Warren, C. N.
Lewis, C.	Westcott, R.
Lang, R. R.	Walker, W. B.
Lankester, B.	Wilcox, G. A.
Myer, J. D.	Wills, A.
	Young, Ed.

List of Registered Covers in Poste Restante.

Ahmed Deen, I.P.C. 638 (2)	Kader Hadjie Mahamed Abdul Kahn, R.
Brandt, P.	Kemper, A. C. (London).
Blank, Miss A., Arrandale, Southport (1) Returned.	Karan Ilahi
Buta Singh	Kahim Bakash
Bova and Co., Supt. Brewery.	Kumura
Brimble, Capt. A.	Lyons & Co., J.
Bortolo, B.	Ludah Singh
Bobal Singh	Montero, F. M.
Beveral, Bonifacio	McKay, Charles
Brown, B.	Morris, Capt. R., R.A.
Bakat Khan	Mondha Singh
Basecran, A. K. A.	Mohamed
Chunda Singh, I.P.C. 585	MacVeagh, E.
Clarke, J.	Marle, Hugo
Crane, E. H.	McNab, J.
Cruz, M. B.	Mirza Sadig
Calto, J. T.	Mahieu, A.
Damerell, A. G.	McGill, Major H. S. (Tientsin).
Delhi, N. M. Khan	Nawab Khan, I.P.C. 637
Dean Singh, I.P.C. 547	N. C. III.
Fox, F. (2)	Noble, James
Fatmalee (Bombay)	Ota (Manila), to Omuh, 5, Praya East, Wanchai, Hongkong.
Felicie, Blaz	Ohaten, Madame
Fosuisane, A.	Prinis, E.
Ferreira, F. X. P.	Pederson, C.
Falris, G. (Singapore)	Preston, B.
Freidman, R.	Passantino, Z. (2)
Fortesquien, H.	Ram Dhor Singh
Gabor Khan	Ryan, A.
Gewanal Singh, I.P.C. 807	Ramlall
Garcia, R.	Roberts, J. (2)
Gulab Khan, I.P.C. 509	Ricco, Madame
Gunda Singh	Sultan Mahomed
Gleick, M.	Sahib Hajee, C. F.
Gomes, J. G.	Shane, Capt.
Hand, J. (Manila), To Constancio Hand, Vic. Eng. School, Hongkong.	Souza, Mrs. M. B.
Hasham Alli, I.P.C. 667	Shores, D. M.
Hilton, St. John	Smith, Harry
Hazar Khan, I.P.C. 616	Schlichting, Mrs. (1 pcl.)
Hesa, Miss O.	Shi Pui Ting, (Cosmopolitan Dock).
	Staden, J. T.
	Sammel & Co.
	Stewart, E.
	Skeener, J.
	Tchervinsky
	Tilley, Capt. (4)
	Uttam Singh
	Uttu Singh, I.P.C. 774
	Veasery, Mrs. L.
	Ventura, G., Hongkong, to Kawamoto, (Manila).
	Van-Ness, Miss E. C. (2)
	Vozeer Singh
	West, Mrs. M.
	Wazir Singh
	Waryam Singh
	Wills, A.
	Wazier Singh, I.P.C. 716.
	Zuniga, M. M.

List of Registered Covers for Merchant Ships.

S.S. *Assov*.....G. Nazinovich.
" *Atlas*.....M. Richinson.
H.M.S. *Barfleur*.....G. Groves.
S.S. *Changsha*.....Capt. Moore.
" *China*.....Mr. Cooper.
" *Drucalion*.....M. J. Garbutt.
" *Dragoman*.....J. W. Holland.
" *Elite Norsach*...J. J. McCarthey.
" *Emma Luyken*...Capt. Wallis.
" *Hailan*.....R. Olsen.
" *Hating*.....A. E. Tilston.
" *Ixion*.....G. Smith.
" *Kashing*.....Capt. Sandersen.
" *Manuel Laguna*..E. Nielson.
" *Muto*.....J. P. Walker.
" *Phra C. C. K.*...Mr. Shepherd.
" *President*.....R. B. Munro.
" *Radley*.....John Mann.
U.S.H.S *Relief*.....Chas. McFeely.
" *Relief*.....J. H. Miller.
" *Relief*.....P. Schneider.
S.S. *Rewa*.....C. Cantonnias.
" *Saint Jerome*...Capt. A. Jones.
" *Shantung*.....Capt. Quail.
" *Shantung*.....Miles.
" *St. Dunston*.....J. Kynock.
" *Tsinan*.....Capt. Anderson.
" *Ula*.....R. O. Llosd. (2)

List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Amos,	Meade.
Beekerhein.	Njiewoo Chiong.
Bradley.	Pitman.
Bruff Comedy.	Powlee.
Butler Duncan Pigtail.	Sham.
Cheehosiang.	Steamer *Wineland.*
Chingtai	Sunsanyuen.
Cheong Seng Loong.	Takmakoff.
Honjoo.	Thi.
John Wheeler.	Toksham.
Kaihing.	Watanabe. Messagerie.
Kongyuenhong.	Yuenmow.
Kongyuenheng. (Two Telegrams).	5233, 3266, 3964, 2875, 1311, 2950 (Wingon Tai, West Point.)
Kwongsingloong.	
Laihopyuen.	5502, 7127 (Manloong).
Laprak.	2688, 5288 (Wing Kee.) (Two Telegrams).
Leile Werthman.	
Lichuenshang.	6436.
Matthew, Joseph, Torpedo Depôt.	3,458, 4,713 5,002 (Kan Hok Chau.

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [38

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITH'S, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [22

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN *Ice-House Road.*
IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.
Hongkong, 22nd September, 1898 [40

A CURE FOR ASTHMA!!!
GRIMAULT'S
INDIAN CIGARETTES
Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.
GRIMAULT & CO., Paris, Sold by all Chemists.

GRIMAULT'S
Matico Capsules
AND INJECTION
Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges. These Capsules, unlike Copaiba, have not the inconvenience of producing Nausea.
MATICO INJECTION is used in recent
AND
MATICO CAPSULES in the more chronic cases
GRIMAULT & Co., Paris, Sold by all Chemists.

Intimations.

$12 PER DOZEN.

CLUB WHISKY
has reached the front rank because it is the best value on the market.

$12 PER DOZEN.

H. PRICE & Co.,
12, QUEEN'S ROAD.
Hongkong, 20th June, 1901. [20

W. H. POTTS & Co.,
3, QUEEN'S BUILDINGS.
WINE, SPIRIT AND CIGAR MERCHANTS.
DIRECT IMPORTERS:
ALHAMBRA CIGAR,
"KIRIN" BEER,
HARVEY'S OLD VINTAGES.
[92c

PETER SYS' WONDERFUL SPECIFIC.
THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai,
17th October, 1898. [21

UNTOUCHED BY HAND.
MELLIN'S FOOD
For INFANTS and INVALIDS.
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

THE
ROBINSON
PIANO CO., LIMITED.
BEST VALUES IN
PIANOS.
MONTHLY PAYMENT SYSTEM.
TUNING, REPAIRS.
Our Speciality.
INSTRUMENTS.
STRINGS.
MUSIC.
Grand stock, reduced to clear.
Hongkong, 28th May, 1901. [571c

DROZ & Co.,
WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1864,
ST. IMIER, SWITZERLAND.
SPECIALITIES:
LEVER WATCH & CHRONOGRAPHS.
TRADE MARKS:
MAXIM, BERNA, &c.
REPAIRS of WATCHES and CLOCKS by competent European experts at Moderate Rate.
No. 10, QUEEN'S ROAD CENTRAL.
Hongkong, 15th May, 1901 [526c

NOTICE.
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.
SANITARY SOAP. JEYES FLUID DISINFECTANT SOAP.
AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 6th March, 1897. [37

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 3rd January, 1901. [16c

SIEN TING,
SURGEON DENTIST,
No. 14, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898 [39

DENTISTRY.
AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.
TERMS MODERATE. CONSULTATION FREE.
10, QUEEN'S ROAD CENTRAL.
Hongkong, 2nd January, 1901. [8d

NOTICE.
TENDERS are hereby called for the ERECTION of BRICK SHOPS at JESSELTON for the NORTH BORNEO GOVERNMENT, Particulars of which may be seen at the OFFICE of
Messrs. GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 13th February, 1901. [200c

THE BRITISH NORTH BORNEO CO.
APPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.
GIBB, LIVINGSTON & CO.,
Agents,
Hongkong, 26th January, 1901. [124c

COTTAM & Co.
THIS WEEKS SPECIALTY:
ENGLISH & AMERICAN TRAVELLING TRUNKS.
SUMMER UNDERWEAR:
THE VERY LATEST IN SHIRTS, COLLARS and SCARVES.
Hongkong, 26th June, 1901. [671c

G. GIRAULT
6, QUEEN'S ROAD CENTRAL.
ARRIVAL of the LATEST PRESERVED AMERICAN DAINTIES.
Just Opened, Call and Inspect, Best quality, direct from the Factory.
Hongkong, 25th June, 1901. [667c

C. E. WARREN,
BUILDING CONTRACTOR,
No. 25, ABERDEEN STREET.
SANITARY APPLIANCES SUPPLIED and FIXED, DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED and REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [558c

A. LING & Co.,
FURNITURE STORE.
(Next Door to Messrs. WATKINS & Co.)
QUEEN'S ROAD CENTRAL.
Speciality:
FOOCHOW LACQUER WARE.
Hongkong, 18th June, 1901. [642c

NEW GOODS.
PLENTY IN HAND
JAPANESE CURIOS.
D. NOMA,
No. 12,
Beaconsfield Arcade,
Opposite the City Hall.
Hongkong, 30th April, 1900. [41

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
KASTMAN'S
KODAKS and FILMS.
Sole Agents for CLEMENT'S WHEELS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the BEST.
60, *QUEEN'S ROAD,*
Watson's Building.
24]

Shipping.

STEAMERS.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having Established a REGULAR SERVICE of STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILLIPINES, in conjunction with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

THE Steamship
"KINTUCK,"
Sails from Seattle about the 10th of July;
"CHINGWO,"
Sails from Seattle about the 24th of July;
"HYSON,"
Sails from Seattle about the 10th of August;
"KAISOW,"
Sails from Seattle about the 24th of August: and will be followed by the Company's regular sailings.
For further particulars, apply at
THE CHINA MUTUAL STEAM NAVIGATION CO.'s OFFICES, NEW YORK.
To the Agents of the Company at Japan, China, Hongkong, Phillipines and Straits;
FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to
GEO. SUTHERLAND, General Agent for the East, SHANGHAI.
JARDINE, MATHESON & Co., Agents.
Hongkong, 29th June, 1901. [683c

SAILING VESSEL.

FOR NEW YORK.
THE 3/3 A. I. I. American ship
"I. F. CHAPMAN,"
shortly expected here from KOBE will load for the above Port and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 2nd July, 1901. [698c

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"
FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 5th July, will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 12th July, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th July, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 29th June, 1901. [68ac

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship
"ACILIA,"
Captain von Döhren, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 8th instant, will be subject to rent.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 8th instant, at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 1st July, 1901. [686c

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "PURITAN."

CONSIGNEES of Cargo *ex* s.s. "PURITAN" from New York are hereby notified that their Cargo transhipped at Singapore into the s.s. "ACILIA" has now arrived, and is being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon.
Consignees are requested to immediately send in to the Undersigned Original Bills of Lading in exchange for which they will receive local Bills of Lading on which delivery can be obtained.
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 2nd July, 1901. [702c

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship
"KAWACHI MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.
Optional goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.
Goods not cleared by the 10th instant, will be subject to rent.
No Fire Insurance will be effected.
All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office, before the 13th instant, or claims in connection therewith will not be recognised.
NIPPON YUSEN KAISHA.
Hongkong, 3rd July, 1901. [705c

The Share Market.

LATEST QUOTATIONS.

(*July 4th*).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	$125	392½ % premium [buyers
The Bank of China & Japan, Limited... (Preference)	£5	Nominal
The Bank of China & Japan, Limited... (Ordinary)	£4	£1
The Bank of China & Japan, Limited... (Deferred)	£1	£5.5 buyers
National Bank of China, Ld.	£8	$27 buyers
Do. Founders...	£1	$15 sellers
Marine Insurances.		
Union Ins. Society of Canton, Ld.	$50	$340
China Traders' Ins. Co., Ld.	$25	$60 sellers
North China Ins. Co., Ld.	£25	Tls. 180
Yangtsze Ins. Assoc. Ld.	$60	$120
Canton Ins. Office, Ld.	$50	$180 sellers
Straits Ins. Co., Ld.	$20	$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ld.	$50	$350
China Fire Ins. Co., Ld.	$20	$85 buyers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	$15	$35 sellers
Indo-China Steam Navigation Co., Ld.	£10	$152
China & Manila S.S. Co., Ld.	$50 $40	$62 $52
Douglas Steamship Co., Ld.	$50	$56 sellers
China Mutual S. N. Co., Ld.—(Pref.)	£10	£12 buyers
China Mutual S. N. Co., Ld.—(O'ary)	£10	£12 buyers
China Mutual S. N. Co., Ld.—(O'ary)	£5	£7 buyers
Star Ferry Co., Ld.	$10 $2½	$23 buyers $9 buyers
"Shell" Transport & Trading Co., Ld.	£1	£2 12/6
Refineries.		
China Sugar Refining Co., Ld.	$100	$145 sellers
Luzon Sugar Refining Co., Ld.	$100	$36
Mining.		
Punjom Mining Co., Ld.	$9	$6
Punjom Mining Preference Shares	$1	$1.20
Société Française des Charbonnages du Tonkin	Fcs. 250	$325
Queen Mines, Ld.	25 cts.	6 cents sellers
Jelebu Mining and Trading Co., Ld.	$5	$4½ sellers
Raub Australian Gold Mining Co., Ld.	18s. 10d.	$12½
Olivers Freehold Mines, Ld. A	$5	$1
Olivers Freehold Mines, Ld. B	$5	$1
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ld.	$50	$310
Hongkong and Kowloon Wharf & Godown Co., Ld.	$50	$104
Wanchai Warehouse & Storage Co., Ld.	$37½	nominal
New Amoy Dock Co., Ld.	$6¼	$22½ buyers
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ld.	10	$9.85
Hongkong Land Investment & Agency Co., Ld.	$100	$200 buyers
Kowloon Land and Building Co., Ld.	$30	$30 sales
West Point Building Co., Ld.	$50	$54 sales
H'kong Hotel Co., Ld.	$50	$129 buyers
Oriente Hotel Co., Ld.	$50	$80 sellers
Humphrey's Estate & Finance Co., Ld.	$10	$13½ sellers
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ld.	$100	$10 buyers
Ewo Cotton Spinning & W. Co., Ld.	Tls. 100	Tls. 50 sellers
International Cotton M'fg. Co., Ld.	Tls. 100	Tls. 40 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	Tls. 100	Tls. 50 buyers
Soy Chee Cotton Spinning Co., Ld.	Tls. 500	Tls. 300 sellers
Yahloong Cotton Spinning Co., Ld.	Tls. 100	Tls. 25 buyers
Cigar Companies.		
Alhambra, Limited	$500	$1,500 sellers
Philippine Tobacco Trust Co., Ld.	[illegible]	$60 sellers
Miscellaneous.		
Green Island Cement Co., Ld.	$10	$19½ buyers
China-Borneo Co., Ld.	$15	$38
A. S. Watson & Co., Limited	$10	$15½ buyers
Watkins, Limited	$10	$9½ buyers
Hongkong Electric Co., Limited	$10	$12.90
Hongkong Electric Co., Limited	$5	$6½ buyers
Hongkong and China Gas Co., Ld.	£10	$140 buyers
Hongkong Rope Manufacturing Co., Ld.	$50	$175 sellers
Geo. Fenwick & Co., Ld.	$25	$55 sellers
H'kong Ice Co., Ld.	$25	$180 sales
H'kong High-Level Tramways Co., Ld.	$100	$250 buyers
Dairy Farm Co., Ld.	$6	$7½ buyers
Hongkong and China Bakery Co., Ld.	$50	$50 sales [ex div.
Campbell, Moore and Co., Ld.	$10	$20 buyers
Bell's Asbestos Eastern Agency, Ld.	£1	$1.10
United Asbestos Oriental Ag'cy, Ld.	$4	$11½ sellers
Tebrau Planting Co., Ld.	$5	$3 sellers
Universal Trading Co., Ld.	$20	$20 sales
H.K. Steam Waterboat Co., Ld.	$5	$8 buyers
China Light & Power Co., Ld.	$20	$20
Robinson Piano Co., Ld.	$50	$50
Manila Investment Co., Ld.	$50	$56

BENJAMIN, KELLY & POTTS,
Share Brokers.
Telegraph Address—"Rialto."
Telephone No. 148.

VISITORS AT THE HONGKONG HOTEL.

Allen, Mr. G. H.
Andrews, Mr. D. A.
Angus, Mrs.
Arnold, Mr. H.
Auld, Mr. J. S.
Bailey, Mr. W. S.
Bell, Mr. and Mrs. O. M. D.
Benjamin, Mr. David
Beringer, Mr. F. J. G.
Black, Mr. J.
Blass, Mr. A.
Bowers, Dr. F. H.
Brandreth, R.N., Lt. & Mrs.
Brown, R.E., Major W. B.
Brown, Mr. J.
Bruce, Mr. and Mrs.
Burnie, Mr. C. M. G.
Busustow, Mr.
Cameron, Mr. D. H.
Clark, Dr. & Mrs. F.
Clarke, Mr. W. G.
Cole, Mr. G. E.
Colson, Mr. J. S.
Cunningham, Mr. P. A.
Davis, Mrs. W. & child
Dennis, Mr. W.
Denroche, Mr. P. C.
Devilbiss, Mr. D. M.
Discombe, Mr. G. M.
Dorehill, R.A., Major
Dyson, Capt. P. S.
Ellis, Mr. F.
Fernald, Mr. and Mrs.
Gibson, Mr. Kennedy
Glover, Mr. C.
Grant, Mr. John
Griffin, Mr. A. E.
Harold, Mr. W.
Howard, Mr. Thos.
Huke, Mr. A. N.
Innes, Capt.
Irving, Mr. E. N.
Johansen, Mr. and Mrs.
Joseph, Mr. & Mrs. E. S.
Katsch, Mr. E. A.
Kiene, Mr. and Mrs. F.
Kiene, Mr. A.
Kirkwood, Mr. J.
Lelorrain, Mr. G.
Littledale, R.E., Major R. P.
Long, Mr. & Mrs. D. M.
Macdonald, Capt. D.
Macdonald, Mr. D.
Marlow, Mr.
McBain, Mr. J.
Meurer, Mr. A.
Parfitt, Mr. W.
Pascual, Mr. C.
Poiaries, Mr. H.
Price, Mr. H.
Reel, Dr. L. R.
Reich, Mr. A. H.
Robertson, Mr. W. R.
Robinson, Mr. V.
Schouw, Mr. C.
Sergeant, Mr. P. W.
Smithers, Mr. R. G.
Stevens, Mr. H. Goyne
Stirriff, Dr.
Taylor, Mr. D. G.
Thomas, Mr. Harry
Tibbey, Mr. H. M.
Valentine, Mr.
Wakeman, Mr. G. H.
Watts, Mr. and Mrs. Frank W.
Whiley, Mr. W. J. G.
Whiley, Mrs. William
Whitton, Mrs. M. M.
Wild, Lieut. and Mrs. Bagnall
Williamson, Mr. and Mrs. A. A. and child
Williamson, Mrs. J. and child
Woollen, Mr. J. J.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. James
Benjamin, Mr. S. S.
Bonnar, Mr. J. W. C.
Brayne, Mr. H. F. R.
Brusse, Mr. G.
Collard, Col. A. W.
Crookenden, Col.
Drion, Mr. F.
Ezekiel, Mr. J. S.
Ezekiel, Mr. R. M.
Forbes, Mr. Andrew
Fraser, Mr. and Mrs. H. W.
Fraser, Mr. J. W.
Graham, Mr. D. M.
Harston, Dr. and Mrs. G. M.
Gumpert, Mr. and Mrs.
Hughes, Col. G. A.
Jeffreys, Mr.
Jeffries, Mr. H. N.
Lang, Dr. K.
Lee, Mr. J. E.
Mackie, Mr. Gordon
Martin, Mr. R.
Miller, Mr. and Mrs.
Perrott, Col.
Pitt, Mr. John, R.N.
Pollock, Hon. H. E.
Prynne, Capt., R.A.M.C.
Prynne, Mrs.
Qustinoff, Mr. M.
Rublee, Mr. W. A. (U. S. Consul of America)
Rublee, Mrs. W. A., child and maid
Rumsey, R.N., Hon. R. Murray
Shellim, Mr. Edward
Sinclair, Mr. A.
Stokes, Mr. A. G.
Thomson, Mr. J. S.
Tomlin, Mr. G. L.
Wheeler, Mr. H. B.
Wheeler, Lt.-Col. J. L.
Wilgress, Mr. W. T.
Wright, Mr. and Mrs. H. Taylor

CRAIGIEBURN.

Anderson, Mr. Jas.
Beattie, Mr. and Mrs. J. M.
Brown, Mr. and Mrs. H. Matheson
Crouch, Mr. J. W.
Edwards, Mr. G. H.
Grimble, Mr. & Mrs. G.
Heemskerk, Mr. J. J. B.
Helms, Mr. W.
Langlands, A.O.D., Capt. and Mrs. P.
Pye, Mr. E. Burns
Sisters, Govt. Civil Hospital
Volpicelli, Consul
Yeats, Mr. and Mrs. F. H.

KOWLOON HOTEL.

Baners, Mr. F.
Brandstelled, Capt.
Cleasby, Mr. W. H.
Davies, Mr. W.
Deans, Miss R. A.
Earby, Mr. E. A.
Laxton, Mr. R. W.
Nobbs, Prof. A. P.
Sater, Mr. F.
Spittles, Mr. J.

EXCHANGE.

Hongkong, 4th July.

ON LONDON, Telegraphic Transfer	1/11½
„ Bank Bills, on demand	1/11 5/16
„ Credits, 4 months' sight	1/11 11/16
„ D'ments, 4 months' sight	1/11 13/16
ON BERLIN, (demand)	M.1.98
ON PARIS, Bank Bills, on demand	2.44½
„ Credits, 4 months' sight	2.48
ON NEW YORK, Bank Bills, on demand	47¼
„ Credits, 30 days' sight	48
ON BOMBAY, Telegraphic Transfer	145¾
„ On demand	146¼
ON SHANGHAI, Telegraphic Transfer	72¾
„ Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	6 % prem.
Sovereigns, Bank's Buying Rate	$10.24
Gold Leaf 100 touch, per tael	52.60
Bar Silver	27½
Dollars	nom.

OPIUM QUOTATIONS.

Hongkong, 4th July.

New Patna	$950	per chest.
Old Patna	965	„
New Benares	940	per picul.
Old Benares	940	„
New Malwa	840	„
Old Malwa	850/880	„
Persian, paper tied	815	„

VESSELS IN PORT.

Steamers.

ACILIA, German steamer, 3,500, W. V. Döhren, 30th June,—Singapore 25th June, General.—Siemssen & Co.

ARETHUSA, American transport, 2,132, Seecombe, 19th June,—Manila 15th June Ballast.—U. S. Government.

AUSTRALIAN, British steamer, 3,000, P. T. Helms, 19th June,—Sydney 25th May, Brisbane 27th, Townsville 30th, Cairns 31st, Thursday Island 3rd June, Port Darwin 6th, Timor 8th, and Manila 15th, General.—Gibb, Livingston & Co.

BURNSIDE, American steamer, 1,400, A. H. Lafflin, 14th April,—Manila 11th April, Cable.—Government.

DEVAWONGSE, German steamer, 1,057, H. Textor, 2nd July,—Koh-si-chang 26th June, General.—Butterfield & Swire.

DEVONSHIRE, British steamer, 2,364, A. Coull, 17th June,—New York 14th April, and Port Said 17th May, Kerosine.—Standard Oil Co.

ELSA, German steamer, 1,702, Schonwandt, 29th June,—Hongay 27th June, Coal.—Jebsen & Co.

ELSE, German steamer, 993, J. Petersen, 30th June,—Taku via Shanghai 30th May, General.—Jebsen & Co.

GERMANIA, German steamer, 1,713, A. Bendixen, 29th June,—Bangkok 23rd June, Rice.—Jebsen & Co.

HAITAN, British steamer, 1,183, J. S. Roach, 2nd July,—Foochow 28th June, Amoy 30th, and Swatow 1st July, General.—Douglas, Lapraik & Co.

HOIHAO, French steamer, 509, M. Merlees, 3rd July,—Hoihow 2nd July, General.—A. R. Marty.

ITURBA, British transport, 3,361, M. England, 2nd July,—Calcutta 19th June.

KANSU, British steamer, 1,240, Arnold, 2nd July,—Canton 1st July, General.—Chinese.

KASHING, British steamer, 1,158, R. Sanderson, 1st July,—Hongay 29th June, General—Butterfield & Swire.

KAWACHI MARU, Japanese steamer, 6,099, J. S. Thompson, 3rd July,—Singapore 28th June, General.—Nippon Yusen Kaisha.

KEONGWAI, German steamer, 1,115, A. von Riegen, 25th June,—Bangkok and Swatow 24th June, General.—Butterfield & Swire.

KOH-SI-CHANG, German steamer, 1,291, Leuss, 18th June,—Bangkok 11th June, Rice.—Butterfield & Swire.

LISCUM, American steamer, 100, F. Miller, 30th June,—Shanghai 26th June.

MAUSANG, British steamer, 1,614, Walsh, 21st June,—Sandakan 15th June, Timber.—Jardine, Matheson & Co.

MICHAEL JEBSEN, German steamer, 710, J. Jessen, 3rd July,—Haiphong 29th June, and Hoihow 2nd July, Rice and Pigs.—Jebsen & Co.

MUNCHEN, German steamer, 4,691, Krebs, 28th May,—Caroline Islands 15th May, Ballast.—Melchers & Co.

NANSHAN, British steamer, 1,299, Allan Jones, 27th June,—Newport, Mon. 10th May, Coal.—Bradley & Co.

OAK BRANCH, British steamer, 2,064, H. Scheel, 12th June,—Mororan 4th June, Coal.—Dodwell & Co., Ld.

PHRA CHOM KLAO, British steamer, 1,100, Morris, 27th June,—Bangkok 21st June, Rice.—Butterfield & Swire.

POMPEY, American steamer, 785, J. H. Scrivener, 21st Mar.,—Manila 18th Mar., Coal.—U. S. Navy.

QUEEN ADELAIDE, British steamer, 1,835, F. McNair, 21st June,—Tacoma via Ports 8th May, General.—Dodwell & Co., Ld.

ROCKLIGHT, British steamer, 1,564, Welch, 1st July,—Shanghai 26th June, Ballast.—Arnhold, Karberg & Co.

ST. ENOCH, British dredger, 650, R. Rawcliffe, 30th May,—Wei-hai-wei 25th May.

SIAM, Danish steamer, 2,488, P. E. Glahn, 2nd July,—Singapore 26th June, General.—Melchers & Co.

SIMONGAN, Dutch steamer, 1,818, Sandman, 17th April,—Samarang and Saigon 29th March, Sugar.—Yuen Fat Hong.

TSURUHIKO MARU, Japanese steamer, 1,240, Ikigami, 2nd July,—Keelung 29th June, Coals.—Nippon Yusen Kaisha.

WONGKOI, German steamer, 1,115, W. Bartling, 29th June,—Bangkok 24th June, General.—Melchers & Co.

YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 2nd July,—Manila 29th June, General.—Jardine, Matheson & Co.

Sailing Vessels.

CELESTE BURRILL, British ship, 1,764, C. A. Trefry, 29th May,—Manila 9th May, Ballast.—Order.

HOLLISWOOD, American bark, 1,084, E. M. Knight, 14th June,—Fremantle, W.A. 3rd May, Sandalwood.—Order.

MANUEL LLAGUNO, American ship, 1,650, Nichols, 29th June,—New York 3rd Mar., Kerosine Oil.—Standard Oil Co.

MARECHAL DE VILLARD, French bark, 1,171, Rional, 31st May,—Cardiff 4th Jan., Coals.—E. A. Trading Co.

SEA WITCH, American ship, 1,172, Howes, 21st Feb.,—Manila 18th Feb., Ballast.—Master.

SUSSEX, British bark, 1,212, Guthrie, 17th May,—Freemantle 26th Mar., Sandalwood.—Master.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, July 4th, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. G. G. F. M. Cradock, Shanghai.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Shanghai.

Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, Woosung.

Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Shanghai.

Astræa, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.

Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Foochow.

Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. Warrender, Nagasaki.

Blenheim, 1st-class criuser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G., Woosung.

Bonaventure, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Captain G. G. Sawle, en route Home.

Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.

Brisk, 3rd-class cruiser, 1,770 tons, 6 guns, 5,600 i.h.p., Commander Sir Bourchier Wrey, Bart., Hankow.

Britomart, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Foochow.

Centurion, 1st-class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, R.N., en route Home.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Hongkong.

Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Hongkong.

Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, Wei-hai-wei.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Canton.

Glory, 1st-class battleship, 14,850 tons, 16 guns, 13,500 i.h.p., Captain F. S. Inglefield, Japan.

Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Handy

Hermione, 2nd-class cruiser, 4,350 tons, 10 guns, 9,000 i.h.p., Capt. R. S. D. Cumming, en route Home.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Shanghai.

Isis, 2nd-class cruiser, 5,650 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, Wei-hai-wei.

Janus, torpedo-boat destroyer, in reserve.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Singapore.

Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 i.h.p., Lieut.-Comdr. J. C. Watson, Singapore.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Woosung.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.

Otter, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Shanghai.

Phœnix, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Capt. Oldham, Hongkong.

Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.

Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai.

Robin river-gunboat, 2 guns, Lieut.-Comdr. G. G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, Singapore.

Sandpiper, British river-gunboat, 2 guns, Lt.-Comdr. Carr, West River.

Snipe, river-gunboat, 85 tons, 2 guns, 140 i.h.p., Lieut. and Commander Oldham, Yangtsze.

Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beaty-Pownall, Hongkong.

Talbot, 2nd-class cruiser, 5,600 tons, 8,000 i.h.p., Capt. F. G. Stopford, Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

Waterwitch, surveying-ship, 620 tons, Lieut.-Comdr. Lyne, Manila.

Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Shanghai.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, river-gunboat, 2 guns, 560 i.h.p., Lieut.-Comdr. Watson, Kiukiang.

Woodlark, river-gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtsze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Donau, Austrian cruiser, 2,340 tons, Captain Victor Bless v. Sambuchi, Singapore.

Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandi, Swatow.

Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Elisenan, Shanghai.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow.

Leopard, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.

Zenta, Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolojsky, at Tientsin.

Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki.

Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Taku.

Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Taku.

Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakoveff, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yenish, at Nagasaki.

Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.

Petropavlovski, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.

Poltava, Russian battleship, 10,960 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.

Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.

Rozbaynik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.

Rurik, † Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Sevastopol, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Meleusky, at Nagasaki.

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.

Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p, Capt. Mollas, at Taku.

Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns 2 torp tubes 780 h.p., speed 19.7 knots.

Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Motchousky, at Nagasaki.

Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Regulin, at Taku.

Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Kasatka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.

Kit, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai.

Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.

Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.

Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skat, Russian torpedo boat, 350 tons, Captain Smirnow, at Shanghai.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sootchina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.

Sterlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
‡ Flagship of Rear-Admiral Reounoff.

THE GERMAN SQUADRON.

Brandenburg, German battleship, 10,100 tons, 40 guns, Capt. Zur S. Rosendahl, at Woosung.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai.

* *Fürst Bismarck*, German flagship, 11,000 tons, 36 guns, Capt. Graf Lottke, at Taku.

Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.

Geier, German cruiser, 1,600 tons, 8 guns, Capt. Bauer, at Shanghai.

*** *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.

Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung.

Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.

Iltis, German gunboat, 1,000 tons, 10 guns, Lieut.-Comdr. Sthamer, at Shanghai.

Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.

Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, en route Foochow.

Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 p.h., Capt. Güllich, at Amoy.

** *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung.

Luchs, German gunboat, 850 tons, 10 guns, Comdr. Dachnhardt, at Shanghai.

Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.

Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.

Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstädt, at Shanghai.

Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.

Wœrth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.

K. F. Wilhelm, German battleship, at Nagasaki.

No. 90, German torpedo-boat, 320 tons, Capt. Hoepfmer, at Shanghai.

No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.

No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai.

* Flagship of His Excellency Vice-Admiral Bendemann.
** Flagship of Rear-Admiral Geissler.
*** Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.

Amiral Charner, 2nd-class cruiser, 4,750 tons, Capt. Baëhine, Japan.

Bengali, 2nd class dispatch-boat, Lt.-Comdr De La Croix de Castries, at Nagasaki.

Chasseloup Laubat, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.

Comete, gunboat, 600 tons, Capt. Loüel, at Canton.

Decidee, gunboat, 690 tons, Capt. Maresubette, at Taku.

* *D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.

Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Saulne, at Swatow.

Eure, Dispatch-transport, Capt. Vallée, at Saigon.

Friant, gunboat, 693 tons, Capt. Adam, at Japan.

Guichen, 1st-class cruiser, 9,000 tons, Capt. Perem, at Shanghai.

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.

Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.

Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.

Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.

Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Taku.

Ville D'Alger, monitor, 944 tons, Captain Bomessaur, at Hongkong.

Vipere, gunboat, 400 tons, Captain G. del Villeneuve, at Hongkong.

* Flagship of Vice-Admiral Courrejolles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.

Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.

Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.

Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.

Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.

Don Juan de Austria, U.S. gunboat, Capt. T. C. McLean, at Manila.

Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.

Iris, U.S. distilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Hongkong.

Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleecker, at Manila.

Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.

Marietta, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Gheen, at Canton.

Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.

Monterey, U.S. double-turret monitor, 4,090 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Canton.

Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.

Newark, U.S. cruiser, 4,600 tons, Comdr. McCalla, en route Home.

New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila.

Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Woosung.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.

Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.

Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Shanghai.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.

Wilmington, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Hongkong.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.

Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

Zafiro, U.S. dispatch-vessel, 674 tons, Capt. L. A. Cotten, at Manila.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,946 tons, Capt. C. Cantelli, Shanghai.

Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Taku.

Fieramosca, Italian cruiser, Capt. Carlo Negri, Shanghai.

Stromboli, Italian cruiser, 3,800 tons, Captain Cecconi, Shanghai.

Vettor Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

JAPANESE MEN-OF-WAR.

Battleships.

Asahi, 1st class, 15,200 tons, 15,000 i.h.p., 18 guns, Captain S. Misu, at Japan.

Yashima, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Kure.

Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Taku.

Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Sasebo.

Itsukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.

Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.

Kongo, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, at Japan.

Hiyei, 2nd class, 2,460 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tonji, at Japan.

Heiyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Sasebo.

Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure.

Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure.

Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Kure.

Naniwa, protected cruiser, 1st class, 3,709 tons 24 guns, 7,120 h.p., at Manila.

Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p., at Keelung.

Chiyoda, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Kure.

Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka.

Suma, protected cruiser, 1st class, 2,750 tons, Capt. Shimamura, 24 guns, 8,500 h.p., at Japan.

Idzumi, protected cruiser, 1st class, 3,500 tons, 20 guns, 6,080 h.p., Capt. Warita, at Japan.

Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p., at Yokosuka.

Akitsushima, protected cruiser, 1st class, at Manila.

Miyako, 2nd class, 1,800 tons, 34 guns, 5,000 h.p., at Taku.

Takao, 2nd class, 1,760 tons, 15 guns, 2,400 h.p., Capt. Matsuide, Japan.

Yayama, 3rd class, 1,600 tons, K. Matsumoto, 10 guns, 5,630 h.p., at Japan.

Tukushi, 3rd class, 1,300 tons, Capt. S. Mastui, 12 guns, 2,887 h.p., at Japan.

Osagi, cruiser, at Taku.

Sayanami, torpedo-boat destroyer, 305 tons, Capt. J. Takenonchi, at Japan.

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p., at Yokosuka.

Katsuragi, 1,480 tons, 10 guns, 1600 h.p., at Sasebo.

Yamato, 1,480 tons, 10 guns, 1,600 h.p., at Chemulpo.

Tenriu, 1,550 tons, 10 guns, 1165 h.p., at Fusan.

Kaimon, 1,360 tons, 10 guns, 1,125 h.p., at Sasebo.

Amagi, 1,030 tons, 13 guns, 720 h.p., at Yokosuka.

Gun-boats.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Sasebo.

Akagi, 620 tons, 10 guns, 700 h.p., at Kure.

Atago, 620 tons, 10 guns, 700 h.p., at Taku.

Maya, 620 tons, 10 guns, 700 h.p., at Kure.

Chiokai, 620 tons, 10 guns, 700 h.p., at Taku.

Soko, 572 tons, 4 guns, 400 h.p., at Sasebo.

Iwaki, 600 tons, 6 guns, 400 h.p., at Yokosuka.

Chinto, 490 tons, 5 guns, 472 h.p.

Chinsei, 490 tons, 5 guns, 472 h.p.

Chin Hoku, 490 tons, 5 guns, 472 h.p.

Chin Pui, 500 tons, 9 guns, 455 h.p.

Chin Chu, 500 tons, 9 guns, 455 h.p.

Yakichio, gunboat, 4,000 tons, Capt. Yakis, at Japan.

Post Office.

Mail will close—

For Canton—Per *Honam*, to-morrow, the 5th instant, at 7.30 A.M.

For Swatow, Amoy and Foochow—Per *Haitan*, to-morrow, the 5th instant, at 9 A.M.

For Chefoo and Newchwang—Per *Sullberg*, to-morrow, the 5th instant, at 11 A.M.

For Foochow and Moji—Per *Kweilin*, to-morrow, the 5th instant, at 11 A.M.

For Macao—Per *Heungshan*, to-morrow, the 5th instant, at 12.45 P.M.

For Shanghai—Per *Taisang*, to-morrow, the 5th instant, at 3 P.M.

For Kumchuck and Samshui—Per *Tungkong*, to-morrow, the 5th instant, at 3 P.M.

For Canton—Per *Fatshan*, to-morrow, the 5th instant, at 5 P.M.

For Brisbane, Sydney and Melbourne—Per *Chusan*, on Saturday, the 6th inst., at 10 A.M.

For Europe, &c., India, via Tuticorin—Per *Taiyuan*, on Saturday, the 6th inst., at 11 A.M.

For Shanghai, Port Arthur, Chefoo and Newchwang—Per *Hsieh Ho*, on Saturday, the 6th instant, at 2 P.M.

For Kobe—Per *Tsuruhiko Maru*, on Saturday, the 6th instant, at 2 P.M.

For Manila—Per *Yuensang*, on Saturday, the 6th instant, at 3 P.M.

For Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Queen Adelaide*, on Monday, the 8th inst., at 11 A.M.

For Manila—Per *Perla*, on Monday, the 8th instant, at 4 P.M.

For Shanghai—Per *Woosung*, on Tuesday, the 9th instant, at 4 P.M.

For Manila—Per *Kashing*, on Tuesday, the 9th instant, at 5 P.M.

For Tientsin—Per *Kweiyang*, on Wednesday, the 10th instant, at 4 P.M.

For Europe, &c., India, via Tuticorin—Per *Kiautschau*, on Thursday, the 11th instant, at 11 A.M.

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